SUPPLEMENT TO

THE BOMBAY GAZETTE

BOMBAY:—SATURDAY, JUNE 16, 1877.

THE GAUGE OF THE WESTERN RAJPOOTANA RAILWAY.

THE following memorial has been sent to us for publication:—

To the most hon'ble the MARQUIS of SALISBURY, Her Majesty's Secretary of State for India.

The memorial of the Bombay Chamber of Commerce.

RESPECTFULLY SHEWETH,—That the mercantile community, and the public generally of Western India, received with gratitude the intelligence that your Lordship had sanctioned the construction of the Western Rajpootana Railway,—a work which will be of very great public utility, and will be attended with the happiest results to the export and import trade of India.

That the Government of India has, however, since intimated to the Government of Bombay that the project sanctioned by your Lordship is for a railway on the metre gauge between Ahmedabad and Ajmere. Your memorialists most earnestly desire your Lordship's reconsideration of this decision, which, if adhered to, will tend to impair or nullify nearly all the advantages which this important undertaking would otherwise confer upon the local districts, upon the country, and upon all who are interested in the commerce of India.

That the reason assigned for adopting the metre gauge is that there would be a considerable saving in the first cost of making the railway: that might be so, but the saving would be more than compensated by the cost of the additional rolling-stock required for it. Comparing the entire cost of the Rajpootana State narrow gauge Railway from Agra and Delhi to Ajmere, which, when completed, according to present estimates, will amount to Rs. 67,500 per mile, excluding the Agra Bridge, with that of the Kattywar Extension on the broad gauge of the B. B. and C. I. Railway, we find that, while the broad gauge line has been completed in a superior manner, and is in many respects of a more durable character, its cost has not equalled, mile per mile, the calculated outlay on the narrow gauge State Railway. From the fact that the main line of the B. B. and C. I. Railway was already provided with the workshop accommodation, and the greater part of the rolling-stock required to work the Kattywar Extension, the direct outlay for these purposes on the Kattywar Extension has, we are informed, been comparatively inconsiderable. But if to the actual outlay on the line, works, and buildings of that Extension, *viz.*, Rs. 53,020 per mile be added and amount per mile equal to that which, so far as we can ascertain, has been spent or allowed for the provision of rolling-stock and workshops on the Rajpootana State Line, *viz.*, about Rs. 12,000 per mile, the average cost per mile of the Kattywar Extension would not exceed about Rs. 65,000, which is, as above stated, under the average cost of the Rajpootna narrow gauge State Railway. We have here, then, the fact that the Rajpootana narrow gauge State Railway cost Rs. 2,500 per mile more than the Kattywar extension on the broad gauge of the B. B. and C. I. Railway, similarly equipped, but this might have been due to the nature of the works, the cost of labour and materials, or other unfavourable circumstances. It is, of course clear that the cost of a narrow gauge railway must be less than one on the broad gauge, if the conditions of construction are in both cases the same; and enquiries have been instituted to ascertain what would have been the difference in cost of the Kattywar extension and of the Patree branch line from Veerumgaum on the broad gauge of the B. B. and C. I. Railway, if these recent constructions had been on the narrow gauge. We find that the line between Ahmedabad and Wudwan might have been built on the narrow gauge, with 45 lb. rails, at about Rs. 6,000 per mile, less than the cost for the standard 5ft. 6in. gauge with 60 lb. rails; but, if the narrow gauge had been adopted, the outlay, in that case, for separate additional rolling-stock and workshops would have much exceeded the amount of the reduction possible in the cost of making the line. The Patree branch line from Veerumgaum, on the standard 5ft. 6in. gauge, with 45 lb. rails, has cost Rs. 33,000 per mile. The B. B. and C. I. Railway Company admit that the estimates for that line might have been reduced by Rs. 3,000 per mile, if the narrow gauge had been adopted, but, as in the former case the outlay for the rolling-stock would have been much more. Nor need it be apprehended that the average mileage cost of the line on the broad gauge from Ahmedabad to Ajmere would exceed that of the Kattywar extension, while the level and easy nature of the country to be traversed by it would practically confine the difference in the cost of making a broad gauge railway simply to the additional charge for the heavier permanent way, and for the extra width of ballast and length of sleepers.

But while the saving in the first cost of making a narrow gauge railway passing through an easy country would thus be insignificant, and would be more than compensated by the additional rolling-stock required, the question of the cost of working such a line, compared with the cost of working a broad gauge railway, becomes of the highest importance; and, if economy only were considered, it should, we apprehend, be decisive as to the gauge which should be adopted. The only test of the economical working of a railway is the average mileage cost of the haulage of a ton of goods. Now we find that the average cost of carrying a ton of goods a mile on four of the principal broad gauge railways in India—the East Indian, the Great Indian Peninsula, the Madras, and the Bombay, Baroda, & Central India—when calculated on the principle adopted by Mr. Rendel, Consulting Engineer to the India Office, London, and to the East Indian Railway Company, varied in the half year ended with June 1876 from 2·120 pies on the East Indian main line to 7·544 pies on the Madras line,—the average of the four being 3·216 per ton. In the second-half of the same year, the average cost varied from 2·024 pies on the East Indian main line to 6·224 pies on the B. B. & C. I. Railway,—the average of the four lines being 3·336 pies per ton. For the whole year the average cost varied from 2·072 pies on the East Indian main line to 5·840 pies on the Madras line,—the general average of the four lines being 3·272 pies per ton per mile. The average cost on the Rajpootana narrow gauge State Railway, worked out according to the rules prescribed by the Government of India, is stated to have been for the first half of the same year 7·40 pies and for the second half 9·46 pies per ton, while for the year the average cost was 8·21 pies per ton per mile.

The Chamber does not lose sight of the fact that the cost of working the goods traffic on the Rajpootana narrow gauge line might, if calculated on Mr. Rendel's system, appear somewhat less per ton per mile than is stated in the preceding paragraph; but after making every allowance for the difference in the mode of calculation, we consider that the ascertained difference in cost of the working of these four principal broad gauge railways in India, compared with the cost of working the Rajpootana metre gauge State Railway, is so important that, at the risk of wearying your Lordship, we submit the following tabular statement showing in greater detail the average mileage cost to each of them of carrying a ton of goods in the year 1876,—the latest returns issued:—

Name of Railway.	Average Cost per Ton per Mile of the Haulage of Goods in the Year 1876.					
	First half.		Second half.		Whole Year.	
	Sterling.	Indian Currency.	Sterling.	Indian Currency.	Sterling.	Indian Currency.
BROAD GAUGE.	Pence.	Pies	Pence.	Pies.	Pence.	Pies.
Great Indian Peninsula...	·499	3 992	·572	4·576	·534	4.272
East Indian—Main Line.	·265	2·120	·253	2·024	·259	2·072
,, Jubbulpore Line.....	·432	3·456	·401	3·208	·413	3·304
Bombay, Baroda, & Central India	·453	3 624	·778	6·224	·555	4·440
Madras	·943	7·544	·610	4·880	·730	5 840
General Average	·402	3·21	·417	3·336	·409	3·272
METRE GAUGE.						
Rajpootana State Railway	·925	7·40	1·181	9·46	1·026	8·21

These figures prove, what indeed is self-evident, that the cost of working diminishes or increases as the traffic over a line (whether on the broad or metre gauge) is large or small, or more or less evenly distributed, and that with only one exception—that of the Madras Railway, in the first half of the year—the cost of working the broad gauge railways named greatly exceeds that of working the metre gauge. But it is clear that, in the event of the traffic over a narrow gauge railway increasing to an extent which would strain its carrying power, the proportionate cost of haulage—owing to the greater number of waggons which must necessarily be used—would be still greater than that on a broad gauge railway; and as it is beyond all question that every large traffic will pass over the line from Delhi to Bombay, the Chamber believes that the cost of working this line on the broad gauge would compare favourably with that of working other broad gauge railways.

Before experience had been gained of the working of narrow gauge railways in India, which compares unfavourably in every respect with the working of the broad gauge railways, the Chamber had on several occasions deplored, on military as well as on mercantile grounds, the short-sighted policy of constructing the Rajpootana State Railway from Delhi to Ajmere the metre gauge, for it was well-known that the economy in the first cost would be immaterial, while the country would be deprived of the great advantage of through communication with Upper India by the uniform gauge. The inferior capacity of the narrow gauge for moving troops and material in times of war has now been pronounced by high authority to be inadequate, and this decision has taken practical form in the reconstruction at an enormous cost on the broad gauge of the narrow gauge railway from Lahore to Jhelum, as well as in the change of policy, also involving a large loss, in regard to the Indus Valley line. The narrow gauge will, we believe, be equally inadequate, even in ordinary times, for the volume of through traffic which will roll down this line to the chief Port of Western India. There will, moreover, be two breaks of gauge—one at Ahmedabad and another at Delhi—and the through traffic will, therefore, be subjected to a double transhipment, each being attended with expense, delay, and risks of injury and loss of goods: and the important fact should not be overlooked, that, in proportion as the through traffic increases, the efficiency of the line will become impaired, and the cost of working it augmented.

It may not perhaps yet have come to your Lordship's knowledge that since October last, and during the whole of this fair season, there has been a complete block of traffic on the G. I. P. and the E. I. Railways. This was no doubt in the first instance mainly due to the requirements of the famine-stricken districts in the Southern Mahratta Country and in the Madras Presidency. But it is also partly due to the great increase recently in the export trade of grains and seeds. Thousands of tons of wheat and seeds have been lying for months at the stations between Bhosawul and Jubbulpore, and along the Nagpore Branch, which the G. I. P. Railway Company, notwithstanding all their experience and equipment, have been unable to move, and which they will be unable to overtake for months. The E. I. Railway Company, which are less immediately affected by the famine requirements, are also unable to move the traffic on their line, as will be observed from the following notice, dated the 18th May 1877, which they have published with reference to their *through traffic to Bombay*:—"It having been found necessary, with a view to avoid a continuance of the block of loaded waggons at Jubbulpore junction, to limit the quantity of traffic *via* Jubbulpore from the E. I. Railway, consignors of goods at E. I. Railway stations are warned that the accumulation of goods at E. I. Railway stations for conveyance in that direction is considerable, and that the despatch of further consignments is for the present very uncertain." The failure of these broad gauge railways to overtake their increased ordinary traffic is accounted for by the insufficiency of their rolling-stock; the E. I. Company have, it is said, found it necessary to indent for 50 additional locomotive engines and 1,000 waggons, and the G. I. P. Railway Company for 40 additional locomotive engines. Large quantities of grain and seeds, particularly the latter, are, in ordinary seasons, grown in the famine-stricken districts, and had the G. I. P. Railway had to carry such, in addition to that which it has received so far, the difficulties of the Company to cope with the traffic would have been very great. As it is, the south-west monsoon rains will have set in within a fortnight hence, and as the produce has generally been brought from great distances in the interior, and there is little or no shed accommodation at the stations where it is lying, it will be damaged by wet, and ruinous losses from this cause alone will be sustained by all interested in it; and as this state of things will inevitably drive numbers out of the trade, it will, by discouraging cultivation, have an injurious effect on the revenues of India hereafter.

It may be argued that if at any time the resources of a railway are, from mercantile or other causes, strained to the utmost, as those of the E. I. and of the G. I. P. are at present, it is only necessary that the Railway Company should be provided with a sufficient supply of rolling-stock for such an emergency, and that, if the rolling-stock is sufficient, it matters not on what gauge the railway is constructed. But the greatly increased cost of working a heavy traffic over a narrow gauge railway,—to say nothing of the cost of the additional rolling-stock required for it—compared with the cost of working the same traffic over a broad gauge line, disposes of this point. We find that the standard maximum train load on the Rajpootana State Railway, taking the mean of the different districts, is 200 tons weight of the waggons and goods together, and that the average of the same standard on the E. I., on the G. I. P., and on the B. B. and C. I. Railways, is 505 tons,—so that a fair average maximum train load of broad guage railways is twice and a half that of the narrow gauge, whilst the average through speed is at least 50 per cent. greater. It follows, then, that the narrow guage requires a proportionately greater number of trains, locomotives, engine-drivers, guards, &c., to move a quantity of goods which can be carried by one train and engine, with one driver, &c., on the broad guage, and that the greater number of vehicles required on the narrow gauge must cause greater wear and tear to the permanent way and the rolling-stock in proportion to the goods carried. The multiplication of trains is, moreover, a serious consideration in the case of single lines of railway—as with a heavy traffic the number of crossings of trains not only requires the provision of numerous crossing-places, but limits the average speed obtainable.

That while the E. I. Railway is unable to cope with its traffic, the short-sighted policy of making the Rajpootana State Railway from Delhi to Ajmere a narrow gauge railway becomes apparent, for the rolling stock of that railway which, your memorialits are informed, is superabundant and lying useless, might, but for the difference of the gauge on which it is built, have been utilized in the present emergency. The E. I. and G. I. P. Railways have lately been able to help each other by the reciprocal loan of waggons and engines. Every carriage, waggon, and engine, on the narrow gauge, in the midst of a broad gauge system, are so much off what might be the available rolling-stock of the country in a great emergency, whether of war, famine or trade. And while the grain and seed traffic of the E. I. Railway would, if the rolling-stock of the railway from Delhi to Ajmere had been available, have been maintained to the great benefit of the country, the Government would have been no losers, for the hire of the waggons would, the Chamber is informed, have been more than sufficient to have paid for the extra cost of the line on the standard gauge.

Recent experience has shown that the occurrence of

famine in some part or another of this vast empire may unhappily be calculated upon with almost periodical certainty, and although the present famine tracts of the Bombay and Madras Presidencies have been served by three well-appointed broad gauge railways, the E. I., the G. I. P., and the Madras, yet all the efforts of these railways to deal with the famine traffic in addition to the ordinary traffic of the season have resulted in ruinous and lamentable failure. Narrow gauge railways would, it is certain, under similar circumstances, have broken down altogether. With reference to this important point, we beg to ask the favour of your Lordship's earnest attention to paragraphs 6, 7, and 8 of the "Note on the progress of the measures adopted to relieve the distress caused by the famine now prevailing in the Deccan and Southern Mahratta Country, dated 28th April 1877," by Major-General Kennedy, R.E., Secretary to the Government of Bombay in the Public Works Department, an officer whose great judgment and experience render his opinion on such a question of the highest value:—

6. "Still larger imports would, no doubt, have reached the famine districts if the railways could have carried more; but, owing mainly to insufficiency of engine-power, the railway officers, although they have made the most strenuous and praiseworthy efforts, have not been able fully to deal with the famine traffic in addition to the ordinary traffic of the present season; much grain from the North-Western and Central Provinces, the Berars, &c., has been delayed in transit for want of haulage, and some, it is to be feared, has, from the same cause, been diverted to other markets. Still the supplies thrown into the affected parts, though not so large as they might have been, have been sufficient for present requirements, and it is believed that stocks have accumulated, with, perhaps one or two exceptions, which are receiving attention, which will last till the opening of the next season, until the new local crops mature, or until fresh imports can be sent from more favoured parts of India, should there be a second year's drought in the Deccan and the Southern Mahratta Country.

7. "The resources of the Great Indian Peninsula Railway have been further strained by the necessity it has been under of providing for the through grain traffic to the distressed districts of Madras; and the ability of the Railway to serve the famine tracts of the Bombay Presidency has been *pro tanto* reduced. During the season a total quantity of nearly 40,000 tons of grain has been passed through the Junction Station of Raichore from the Great Indian Peninsula to the Madras Line, and a larger quantity than this would, no doubt, have been transferred, if the Madras Railway had from the first been able to deal with it.

8. "It has been clearly brought out by the facts of the present season's famine traffic, that occasions such as the present may arise when, in order to feed a large population, grain has to be carried over single lines of railway for long distance, in quantities sufficient to strain to the utmost the resources of the best appointed lines on the standard 5½ feet gauge, and as it may be assumed that narrow gauge lines would be far less efficient, the unsuitability of the metre gauge for long lines of through communication cannot be put out of sight when thought is taken for the proper and efficient administration of a country liable to be affected with drought and famine. Although the railway lines that have been concerned in the present case, *i.e.*, the East Indian, the Great Indian Peninsula, and the Madras railways, have failed to do all that was required of them, or that was needful to meet the full necessities of the case, they have yet, it may be truly said, largely contributed, so far, to save Southern India from a very great calamity; but they have not done this with any margin to spare, or without some injury to particular sections of general trade or to individual traders. The standard gauge lines have barely been able to satisfy essential and urgent demands and under similar circumstances narrow gauge lines would probably have broken down altogether. Indeed, it is known that in the southern part of the Madras Presidency considerable inconvenience arose at a break of gauge."

That if famine should at any time prevail in Rajpootana, the carrying capacity of the railway from Ahmedabad to Ajmere made on the metre gauge, would be inadequate for providing the affected districts with sufficient supplies of food,—not to mention the ordinary traffic which it would be impossible for the railway in any way to deal with,—and it is certain that, with a break of gauge at both ends of the line, it would be wholly unable to satisfy their urgent necessities. It is unnecessary to remind your Lordship that the famine which occurred in those States in 1869, resulted in great loss of life, and your memorialists believe that the desert extending northward from the Aravalli range renders the country immediately to the south of those hills particularly liable to drought.

That the railway from Bombay to Delhi will form a main arterial line of communication between Upper India and the Chief Port of Western India, shortening the distance by 350 miles, and traversing tracts of country wholly independent of the G. I. P. Railway on the one side, and of the Indus Valley Railway on the other. The course of the projected Western Rajpootana extension is about 350 miles distant from that of the G. I. P. Line, and nearly 300 miles from that of the Indus Valley Line. The railway from Bombay to Delhi is therefore a trunk line, in the same way as is the G. I. P. Railway, having an independent traffic of its own, and the probabilities of a large *through* traffic, which are heightened by the advantages which the shorter distance gives it. Narrow gauge railways may be useful as *feeders* to main lines, but in no sense of the term can the railway between Bombay and Delhi be called a *feeder*: on the contrary, there will not be a more generally useful, and, what is most probable, a more profitable undertaking in India, than this main line, when it is constructed on the broad gauge. It was one of the trunk railways proposed by Lord Dalhousie, and was described by him as "of the greatest political and commercial value."

That the great development of the export trade which has taken place during the last two years, renders it all but certain that the through traffic of the Western Rajpootana Railway will be very heavy, and we doubt if the carrying power of a narrow gauge railway would move it efficiently. But it is certain that whatever saying might appear in the cost of working a narrow gauge railway would be more than compensated by the cost of the additional rolling-stock required for it, that the cost of haulage of a heavy through traffic on a narrow gauge railway would, when compared with that on a broad gauge, be very high, and that the adoption of the narrow gauge would prove to be the most expensive course that could have been adopted.

For these reasons your memorialists earnestly entreat your Lordship to order that the railway from Ahmedabad to Ajmere be constructed on the standard 5ft. 6in. gauge.

And your Memorialists, as in duty bound, will ever pray.

For, and on behalf of, the members of the Bombay Chamber of Commerce,

W. LANG, Chairman.
J. GORDON, Secretary.

Bombay Chamber of Commerce, Bombay 8th June 1877.

BOMBAY LEGISLATIVE COUNCIL.

THE LAND REVENUE CODE BILL.

ON Tuesday the same hon. members were present as on the previous day.

The consideration in detail of the Revenue Code Bill was proceeded with, commencing at Chapter IX.

The Hon. V. N. Mandlik said he wished to remark that some of the sections in this chapter were discussed for the first time in the Select Committee, and now came up as re-arranged also for the first time, so that the work before the Council differed rather in character from that they had performed on the previous day. He mentioned this because he considered that in considering the sections now before the Council a good deal would have to be omitted or added, and much discussion might arise.

H. E. the President said that though some sections might be new to the Council, they must have been often talked over in the Select Committee.

The Hon. V. N. Mandlik said a good deal of the chapter had been re-arranged since it was before the Committee, and there were some matters which he found came up only in the re-arrangement.

In regard to section 201, the Hon. V. N. Mandlik said that in the old law the terms used were "owner, occupant, or agent," where in the present section they were "holder, or person in occupation." He mentioned also that there was an important proviso in the old Act, which had now been left out, to the effect that "the determination of any boundary under this section shall not debar any one claiming a right in the land from any legal remedy he would otherwise have for dispossession." That was a very material provision, and he might mention that it was inserted in the Survey Act after very full discussion.

H. E. the President—Will the Hon. Mover kindly say why the proviso was omitted.

The Hon. Advocate General said he believed it was in consequence of a decision of the High Court, the result of which was that notwithstanding boundaries had been fixed in 1865, it was held that that was not binding on the villagers, but that they were at liberty, in due course, to dispute the correctness of the boundary settlement. It was now intended to make the settlement of the boundaries final, and that the parties shall not be allowed, after they are settled by the proper officer, to dispute their finality in a civil court; and he thought the Council would be of opinion that it was very desirable there should be finality.

The Hon. V. N. Mandlik said there were two descriptions of boundaries. There were the village boundaries, which were formerly determined under Regulation X. of 1827, when the Survey Act of 1865 was first framed and passed, this Regulations X. of 1827, because it was then stated and the Council held, that Regulation X. of 1827 prescribed a very cumbrous mode of procedure for the settlement of village boundaries, and that they might be much more speedily and satisfactorily settled by surveys. The decision of the High Court was in reference to disputes which might arise after the survey of a district was completed, not whilst the survey was going on, and it had no reference to boundaries as involving rights, but simply as boundaries.

H. E. the President—Can a boundary be a boundary if it does not involve rights? What is a boundary if it does not involve rights—who cares about it?

The Hon. V. N. Mandlik said by the Survey Act, the Council had declared that all disputes as to village boundaries when decided by the survey should be final. He would presently read to the Council why that was done, and also why, in regard to field boundaries, the rights of individuals were saved, resort to the ordinary courts of law being allowed. In regard to fields there was a separate regulation.

The Hon. Mr. Gibbs—Section 201, which the Council have now before them, refers to field boundaries, and not to village boundaries.

The Hon. V. N. Mandlik said—Yes, and in regard to fields, he did not think it was intended to stop people from going to law at all. When the Survey Act was discussed by the Council, Sir Wm. Mansfield suggested that a clause should be added to this particular section showing clearly that a ryot had redress by an action in regard to any boundary determined by the survey. It was agreed that a ryot could appeal to the court by the then existing law, but Sir Wm. Mansfield considered that every ryot might not understand that to be the case, and he suggested that it should be specifically declared in the Act that the Superintendent of Survey's fixing of a boundary was not a finality. Then, again, the Hon. Mr. Ellis said distinctly that survey marks had nothing to do with private property. It was on Sir Wm. Mansfield's proposition that the proviso he (Mr. Mandlik) now proposed to add to this section was included in the old Act. And when the Council came to consider Section 204A., which was a new section added by the Select Committee and was not in the original draft, he would move that Clause B. should be struck out. This clause, as at present drafted, would provide that the settlement of a boundary should be determinative "of the rights of the landowners on either side of the boundary fixed in respect of the land adjudged to appertain, or not to appertain, to their respective holdings;" and except as regarded village boundaries, it was distinctly understood at the time of the survey that civil rights were to be preserved.

H. E. the President—Was it understood that the village boundaries determined private rights?

The Hon. V. N. Mandlik said they were determined because there had been a special tribunal for them before under the Elphinstone Code. That system was very cumbrous and did not work satisfactorily, and the Government determined when the Survey Act was passed that when a district was first surveyed the village boundaries should be finally settled. There was a clause in the Survey Act providing that the determination of village boundaries should be final. He would presently point out to the Council one or two decisions where villages had lost their seigniory rights in regard to boundaries being made over to other villages; but the cultivators still retained their fields, merely paying the revenues through one zemindar instead of another.

The Hon. Mr. Gibbs asked whether the Hon. Rao Saheb wished to add anything to section 201, or whether it would be sufficient to strike out clause *b* of 204 A.

The Hon V. N. Mandlik said he wished to move that the proviso he had read should be added to the 201st section.

H. E. the President—Then will you make a substantive motion to that effect?

The Hon. V. N. Mandlik—If your Excellency pleases.

The Hon. Advocate General—It seems perfectly fair.

The Hon. Mr. Rogers—As far as field boundaries are concerned, I have no objection to offer.

The Hon. Mr. Gibbs—There is not the slightest doubt it ought to be added. They ought to be allowed to fight as much as they like in the civil courts.

The Hon. Ali Rogay said the point seemed to have been fully discussed by the Council before, and settled.

The Hon. Mr. Gibbs said that without the proviso the courts would interfere, and say they could not suppose it was intended to debar the people from going to law, but it would make the matter clearer if the proviso were added.

H. E. the President—But why has it not been put into the Bill before.

The Hon. A. Rogers—Our attention was not drawn to it.

The Hon. Mr. Gibbs—It was left out of the original draft.

H. E. the President—But there must have been a reason. It would be a great thing for the people and the peace of the country if the determination of field boundaries could be made final. Whether it may be advisable on other grounds to make an important change of this kind I do not know, but as regards the welfare of the people, with deference to my hon. friend, I think what he opposes would be far better for them than that they should be left to dispute. It may be said the survey inquiries were not sufficiently good, but if not, make them good. If it is said there must be some final settlement of disputes, then make provision that if, at the survey, a dispute becomes so strong that the survey people cannot settle it, it must be referred at once to the civil court. The object of a settlement is to set aside disputes and brawling, so that peace may be secured. Anything worse for the people in the villages than the sort of process my hon. friend (Mr. Mandlik) describes cannot be imagined. You have now an elaborate process which settles boundaries, which my hon. friend says are mere boundaries and do not involve anything; and there is no settlement at all. You incur trouble and expense and harass the people for a settlement which after all is no good, but only fixes mere boundaries without interfering with private rights.

The Hon. Mr. Gibbs—There is no such thing as a record of rights in our survey.

H. E. the President—That may be as you please to call it, but in my humble opinion the Bombay Survey gives a record of rights in the highest possible sense. I think you don't do justice to it; it is as fair a record of rights as any survey in India; I should say it is at least as good as, if not a great deal better than, any record of rights in other parts of India. It may be that disputes may arise about boundaries which may be a little beyond the judicial abilities of the survey men to decide; but the best course to meet such cases is to put in some provisional clause which shall compel the parties to bring the cases into court, and then they can be decided. But nothing is so bad for the people of India as having settlements which are not permanent, which just as it were touch the surface of dispute and do not settle it. The Government and the people have the trouble of the survey, and when it is completed they may go and fight the matter all over again.

The Hon. V. N. Mandlik—With deference to what your Excellency has stated, what I say is this, that if the surveys were to be begun in this Presidency under the law which we may now enact, perhaps the survey officers as a body would be competent to perform the duties which would be expected of them under such a law. But the Hon. Mr. Ellis lays down most broadly that the survey marks were not intended to have anything to do with private property, and that is simply stating what I know to be the fact and what the High Court itself stated to be the fact when it held in one of its decisions that survey marks did not determine private rights but afforded only valuable evidence to assist a decision. Mr. Mandlik said further that Sir Bartle Frere, when the Survey Act was discussed in the Council, stated that surveys had been going on for 30 years without any law to regulate them, and those surveys were legalised, so that they would hold good between the occupant and government; but he submitted that they could not be held to determine the rights of private persons. To pass a law now in 1877 by which old survey marks were made to define private rights would be a piece of retrospective legislation which would be very objectionable.

H. E. the President said he could not understand why the proviso had been omitted from the Bill. It must have been done intentionally, because when clause *b* of section 204 A was inserted this must have been in contemplation.

The Hon. Mr. Rogers said the Select Committee did not consider very minutely the case of field boundaries, because as a matter of fact, in the survey operations, no disputes regarding field boundaries has ever been raised.

The Hon. Mr. Rogay thought there was no doubt the majority of the Select Committee would agree to the insertion of the proviso, as proposed by the Hon Rao Saheb.

H. E. the President—The determination of rights would refer to cases of settlements made after the passing of the present Bill. The Hon. Mr. Mandlik has objected to my proposition, or my argument, because the hon. member says it would effect settlements which were made upon the understanding that the decisions would be provisional and not final, and that the Council will not be prepared to give it such reprospective effect. My answer is that it would only affect field boundaries that may be settled after this Act is passed. Of course the boundaries would be settled with the knowledge that they were final, and any disputes that arose would be more carefully investigated. That system would be much better than the existing one. As to there having been no dispute about field boundaries, there must have been something of the kind, or else, how came there to be a decision of the High Court on the point.

The Hon. V. N. Mandlik said the surveys of this Presidency were nearly all settled and completed, except in Sind and the Panch Mahals.

H. E. the Governor—Then, what is Col. Anderson doing at present?

The Hon. Mr. Gibbs—He is beginning again after the first 30 years in one or two talukas, or he is in Mysore.

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The Hon. Mr. Rogers said there was a fresh survey every year.

The Hon. V. N. Mandlik—There is no fresh survey; there is is only a revision of assessments.

The Hon. Mr. Rogers—But there may be a revision of boundaries as well.

H. E. the President—They will all be re-examined.

The Hon. Mr. Rogers—There need not necessarily be a revision, but where any mistakes have occurred they can be remedied. There is a revision, of field boundaries certainly. Under the old survey there were large fields which have been cut up into smaller ones.

The Hon. Mr. Gibbs—That does not affect the rights of private parties. I am afraid if we made the surveys final we should be introducing a new thing which was not intended by the authors of the Survey Act.

H. E. the President—Well, it is a very important matter. The more I think of it, the more important does it appear to me. Although the survey may have been once completed, it is only for a limited period. It takes 20 to 30 years to survey a Presidency, and by the time the last portion is completed the survey of the district commenced with will be just expiring, and will come under the new Act, and the revision can be commenced and will always go on. It is just like a tide. There will be fresh disputes constantly arising as land becomes more and more valuable; and that the settlements of boundaries should be made final is a matter of great importance for the welfare of the country.

The Hon. V. N. Mandlik said this was a section to which objections were raised in the Select Committee, and he understood at the time that the hon. member in charge of the Bill would not object to saving private rights in regard to fields.

The Hon. Mr. Rogers—I do not object, though I quite agree with His Excellency the President's observation that it would be advisable to have some finality.

The Hon. Mr. Ravenscroft said that in point of fact, in 999 cases out of 1,000 there was finality already.

The Hon. Mr. Rogers—Yes, in 999 cases out of 1,000 there never has been any dispute. There may be one or two isolated cases in which disputes have arisen. The inquiries are made so carefully before the boundaries are fixed, the patels, the village accountants, and everybody being present, that in 999 cases out of 1,000 the decision is certain to be right.

H. E. the President said there was still the one case in a thousand remaining, and where the settlements were so numerous, the number of disputes must be large.

The Hon. Mr. Rogay said that according to Mr. Rogers the people were satisfied with the decisions of the survey officers, and if they were satisfied, so much the better; but at the same time it might be as well to give them the option of appealing to the courts.

The Hon. Mr. Gibbs said that Chapter IX. of the Code was merely meant to be the present Survey Act inserted.

H. E. the President said that whenever, during a debate, hon. members hit upon an important point which met their views they brought it forward notwithstanding that it might have been omitted from a previous Act, and it was quite permissible for Government to do the same. One very important point was to try and give finality to the Survey. If it was said that the survey required a certain judicial element, then let that change be made. To secure finality in this matter would be a great thing for the people.

The Hon. Mr. Gibbs—But if we have now got to the end of the surveys and one or two of the very early ones are being revised, any people who were dissatisfied must have ceased to be so or they would have come into Court. So we are really arguing rather about a shadow.

H. E. the President—Pardon me. I am afraid I did not make myself perfectly clear to you. I thought I had made it quite clearly understood that the survey would always be going on. It is like "The king is dead; long live the king;" no sooner is one survey finished than another commences.

The Hon. Mr. Gibbs—I understand it is merely a revision of the old survey, and that the boundaries already fixed will not be interfered with, unless due cause for interference is shown, and the boundaries of fields have not been settled.

H. E the President—I understand Mr. Rogers to say that when the surveys are revised the boundaries are altered if necessary.

The Hon. Mr. Rogers—Yes, where it is found necessary they are altered.

The Hon. Mr. Gibbs—Then the suggestion is to make a new law to say that the decisions of survey officers in disputes between private individuals as to the boundaries between their holdings shall be final. It has not been so hitherto.

H. E. the President—What I submit is that if hon. members opposite are entitled now to urge any improvement they may see fit, we are entitled to do that also.

The Hon. Mr. Gibbs—It will be a new law. If we consider it as a new law to be now introduced, it comes before us in another manner; but if we consider that we are merely codifying the law and part of the existing act has slipped out from the code——

H. E. the President—But we are not merely codifying.

The Hon. Mr. Gibbs—No, there is new law introduced, as in the case of the Burmah section and the *onus probandi* section; a good deal at the end is all new law.

H. E. the President—Well, it is a pity to lose the opportunity of considering this matter. I would not ask the Council to come to a decision at this sitting, but at a future sitting it should be considered whether we should not take opportunity to make these surveys final. The law would not be retrospective.

The Hon. Advocate-General—No, it would not be retrospective.

H. E. the President—That is a perfect answer to Mr. Mandlik's objection. I think it would be unfair to give retrospectively a finality to survey proceedings which were not taken on the understanding that they were final, because so long as people believed their own private rights were not affected, they would not take the extreme trouble to see the boundaries settled properly that they would take if they clearly understood it was so and that the decisions were final. That is the reason why the Legislatures in all parts of India decline to give retrospective finality; but this argument falls to the ground if the finality is made prospective only. If the Council decide that the surveys shall in future be made final, the Advocate General might advise us to include clauses which would empower the survey officers to refer matters in dispute to a civil court. That has been often done on the other side of India. There many be cases in which the survey officers will find the settlement of boundaries involves some very awkward question. Or it might be said that if either party object to the boundary mark fixed by the survey officer, they must bring a civil suit within a stated time, and if they failed to do so, then the decision would become final. In the case of a matter being referred to a civil court, the decision of that court would be final.

The Hon. Mr. Gibbs—I am quite prepared to consent to it as a new law.

H. E. the President—It is very desirable to have these matters brought to a final settlement at the time the survey is made. When questions of boundaries are taken to a civil court, the court does not know what to do; the only way is for the judge to go to the spot and see for himself, and it is obvious what an advantage it would be to have the survey officers present at the inquiry, when every argument on both sides could be fairly inquired into. It is a golden opportunity to do a great good.

The Hon. V. N. Mandlik—The law throughout has been, and has been worked, up to the present time, so that what the survey has determined has been only for the preparation of its own records, and the land proprietors, as amongst themselves, have always had the ordinary civil tribunals into which to carry their disputes as to proprietary titles; and in this Presidency, where our revenue courts have been almost finally done away with by Act II. of 1866, there is hardly any sort of machinery for deciding points of rights as between the parties except by resort to the civil courts. Even in possessory suits, the ordinary civil courts have concurrent jurisdiction with the mamlatdars, who are the only officers in the Revenue Department now who have cognisance of possessory suits.

H. E. the President—This would only carry finality so far as the rights of holders are affected by the boundaries. There may be many disputes about title to land in which there is no boundary question at all. The hon. member speaks as if making the decision of boundary disputes final would affect the jurisdiction of the civil courts to decide all cases regarding the title of land. I explain that it would not have that effect.

The Hon. V. N. Mandlik—The proviso which I wish to have inserted states that "the determination of any boundary under this section shall not debar any one claiming any right in the land from any legal remedy he would otherwise have for dispossession." That is all the question, and refers to the title of land; and the question before the High Court was precisely this. The term "boundary dispute," as used in the Survey Act, means a contention between two neighbouring land proprietors. After the functions of the survey officers have ceased in a district the Collector is the proper person to determine disputes as to boundaries; but where a landowner seeks to recover from the owner of neighbouring land, ground usurped or encroached upon by him, he must file a suit in a neighbouring court. The determination of the collector as to the proper position of the boundary marks withdraws no rights of possession, although it affords valuable evidence as to the rights of the parties.

The Hon. Advocate General—Would be there any difficulty in inserting a clause to the effect that the survey should be considered final unless disputed within five years after the passing of this Act, so as to give parties not satisfied with the present surveys an opportunity of raising the question within a limited period.

The Hon. V. N. Mandlik—But I do not speak of them as boundaries. No one can disturb the boundaries; but they do not interfere with the rights of private property.

The Hon. Advocate General—But a man may say "my neighbour has a piece of my land in his field," and the question is whether there are still many of such disputed cases, or whether there will be no harm in saying the boundaries shall be final.

The Hon. V. N. Mandlik—I know as a matter of fact that there are numerous disputes.

H. E. the President—The hon. member declares that there are many disputes.

The Hon. Mr. Ravenscroft—There are cases but in my experience they are very rare.

The Hon. Mr. Rogers—In my experience also.

The Hon. Mr. Gibbs—Yes, you are confined to Guzerat; but I think as the Hon. Rao Saheb comes from Rutnagherry, the hotbed of disputes of this nature, he will know more about them than anyone else.

The Hon. V. N. Mandlik—It is always the case that there are many disputes in a country which is overcrowded and where there is less land than the people require.

H. E the President—Of course the finality of the decision as to boundary marks would not affect the jurisdiction of the courts in cases where there is no boundary dispute at all,—where the question is whether a certain man is the right person to succeed, or anything of that kind. Private rights in so far as the boundaries are concerned only would be finally decided by the survey. My hon. friend appears to mix up the two things, which really are quite distinct. It is a very important matter, and suppose we reserve the point and let this section stand over.

This course was agreed to, and the consideration of the section was postponed.

The consideration of Section 204 A., which has reference to the same point, was deferred also.

The Hon. V. N. Mandlik said that there was a limit to which some of the district officers had objected, and he had some remarks to offer on that point and connected with the section 204 A. which had been postponed.

H. E. The President—But it may be a good thing to have all the hon. member's observations before and arguments stated together.

The Hon. V. N. Mandlik said he referred to opinions expressed by district officers in obedience to an order of Government, and which were noted on the second draft of the Bill.

H. E. the President—Were they communicated to the Council?

The Hon. V. N. Mandlik—They were communicated to the Council and laid before us.

H. E. the President—Will you quote them?

The Hon. V. N. Mandlik—If we are going to postpone the consideration, may I not do it at a future time?

H. E. the President—Had you not better do it now? Then we shall have all your remarks reported and shall be able to consider them. As I understand, we have only heard part of your argument. Why not have the whole of it at once? It will then be before the Council, and at the further consideration of the sections, we shall be able to refer to it.

The Hon. V. N. Mandlik—I do not now refer so much to a point on which I differ from the Select Committee, but rather to some remarks of the district officers on the record to the effect that the finality of these proceedings should not be completed until a certain period has expired. Some officers are of opinion that the time should be undefined and others consider that it should be two years or less.

H. E. the President—But it will be far better that the whole case should be before the Council. If we can have the benefit of the whole argument at once, it will be advantageous. Who said two years?

The Hon. V. N. Mandlik—Col. Francis said two years and Col. Taverner said it should be extended or left undefined. What I would say is that it should be two years, but in special cases it should be left open to the Government to direct that a dispute of this kind may by special order be opened after two years have expired.

H. E. the President—Have you sufficiently read Col. Francis's or Col. Taverner's opinion.

The Hon. V. N. Mandlik—They are only summarised here; I think the original letters must be in the Legislative Department.

The Hon. Mr. Gibbs—Your Excellency is perhaps not aware that there were two or three drafts of the Code put together by certain officers and one was printed and in the margin the opinions of the different officers were summarised. I think the majority of the Select Committee agreed with Col. Taverner that the time should be left undefined.

H. E. the President—Do I understand that we have the whole of the Hon. Mr. Mandlik's opinion before us.

The Hon. V. N. Mandlik—Yes, upon this question.

H. E. the President—Then I understand you would like to render these cases disputable up to a period of two years.

The Hon. V. N. Mandlik—In regard to village boundaries.

H. E. the President—And in regard to field boundaries?

The Hon. V. N. Mandlik—In regard to field boundaries I should wish to have no finalities at all. In other cases, I think there should be no finality up to two years, and that thereafter, on due cause being shown, power may be left in the hands of the Executive Government to re-open them if they see fit.

H. E. the President—Do these opinions of Col. Francis and Col. Taverner refer to village boundaries?

The Hon. Mr. Gibbs—To any boundaries.

The Hon. V. N. Mandlik—I should like to have the letters themselves.

The Hon. Mr. Rogers said the time was left undefined by the Select Committee on purpose. In Section 280, regarding appeals, it is left to the Governor and to "revenue officers not inferior in rank to a collector or superintendent of survey."

This concluded the discussion on this point.

Our report will be continued on Monday.

BOMBAY PORT TRUST.

ADMINISTRATION REPORT FOR THE YEAR 1876-77.

THE revenue for the year 1876-77 was estimated at Rs. 14,31,669, and the expenditure (exclusive of interest) at Rs 7,26,196. Supplemental estimates were sanctioned by the Trustees, and by Government, during the course of the year for a further expenditure on revenue account of Rs. 35,528, which left Rs. 6,69,945 as the estimated sum available to meet interest, while the amount required for that purpose was estimated at Rs. 8,61,340.

But the result of the year's working has been more satisfactory than was anticipated, the revenue collected being Rs. 14,84,437, and the expenditure Rs. 7,28,421, leaving available to meet the interest due to Government Rs. 7,56,016, which is 3·53 per cent. on Rs. 2,14,25,624,—the amount of interest bearing capital,—the percentage in 1875-76 having been 3·84. The revenue for 1876-77 was Rs. 81,203 less than that of the previous year, and the expenditure in 1876-77 was Rs. 10,746 less than that of 1875-76.

2. The various causes which have been in operation, either to reduce or to swell the Trustees' revenue, are detailed in the Traffic Manager's report, and may be summarised as follows:—The principal increase is in the revenue from grain. On the Elphinstone property is situated the Grain Market of Bombay: from the bunders on that property the imports and exports of grain are chiefly made, and, on account of the scarcity of grain in the Deccan large quantities have been imported and exported since October last. Not only was the "Ryan" Market, built, to contain under its roof 200,000 bags of grain, quite full, but the yards between the sheds, and an area outside as extensive as the market itself, were occupied with grain piled 12 or 15 feet high. The result has been that whereas in 1875-76 a revenue of Rs. 95,800 was derived from grain, in 1875-77 a revenue of Rs. 1,87,750 was earned from the same source.

3. The imports of coal and coke very much exceeded those of 1875-76, giving an increase of Rs. 7,095. This is due to the heavy demands of the numerous spinning mills recently erected in Bombay. There was also a considerable increase from firewood and other woods diverted from Mazagon to Chowpatty Bunder and to the Elphinstone Estate.

4. In seeds there was a considerable increase in quantity, but the revenue earned was (Rs. 55,900 in 1876-77 against Rs. 73,200 in 1875-76) Rs. 17,300 less, because of the reduction in the wharfage-fee from nine annas to six annas per ton, which was referred to in last report, but which only came into force in April 1876.

5. A diminution in revenue to the extent of Rs. 14,280 has been caused by smaller imports of sugar, a storm at the Mauritius having partially destroyed the sugarcane crop; and the receipts from machinery and State railway materials show a falling-off of Rs. 18,445.

6. But the most serious decrease has taken place at the Custom House Bunder. There, the revenue has fallen from Rs. 1,95,364 in 1875-76 to Rs. 1,05,945 in 1876-77. Some of this is due to the diversion of the seed trade from this bunder to the Elphinstone bunders, but it is chiefly attributable to the competition of owners of private properties. Until July 1876 the Customs Bunder was the only place authorised for the shipment of opium. In order to enable the Trustees to reduce the wharfage-fees on certain classes of low-priced goods without sacrificing revenue, they, in August 1874, raised the fee on opium, which from its value could well bear an enhanced rate, from eight annas to a rupee per chest. When, therefore, the Sassoon Dock, was declared open for the shipment of opium, although the fee was at once reduced again to eight annas per chest it was still possible for the owners of the Dock, who are themselves the largest shippers of the drug, to effect a considerable saving, as well as to add to their Dock revenue, by transferring their export

there; and this they accordingly did. The loss from wharfage on this article alone has been Rs. 18,000.

7. Because of the low rates of landing, wharfage, and warehouse charges made at the Sassoon Dock, and the Colaba Company's bunders, a large proportion of the imports of general cargo arriving by Canal steamers was taken to these wharves; bulky articles, such as iron and other metals, being, as heretofore, taken to Port Trust bunders. Formerly the bulk of general cargo arriving by square-rigged vessels was dealt with at the Customs Bunder, and the loss during the past year from the transfer of such goods is estimated by the Traffic Manager at upwards of of 100,000 tons, or Rs. 52,800 for imports and Rs. 20,000 for exports, exclusive of opium.

8. While the Trustees' revenue has thus suffered from the competition of the Sassoon Dock and of the Colaba Company on the south side, a similar competition has been entered upon by the Mazagon Company on the north. The Agents of that Company, by means of their undoubted personal influence, have been able to divert a portion of the coasting trade, such as coir, coir yarn, copra, betel-nut, and spices, from the Trustees' bunders to their own. The loss of revenue thus entailed is estimated at Rs. 35,000 for the year.

9. An attempt, which was partially successful, was likewise made by the Mazagon Company to induce the native cotton dealers to remove the Cotton Market of Bombay to Mazagon. An enhancement of the ground-rent charge at Colaba from twelve annas to the old rate of a rupee per square yard per annum, made at the suggestion of and simultaneously with the Colaba Company in October last was seized upon as a reason why the cotton dealers should leave the market which for many years had been at Colaba, and should take their cotton to Mazagon. This increase in ground-rent agreed to by the Trustees, would have added a quarter of an anna to the price of each bale of cotton; and when it is remembered that the value of each bale exported from Bombay is about Rs. 100, and that the Mazagon Company's land is situated three miles from the European merchants' offices and as great a distance above where the ships that carry away the cotton are anchored, the inadequate nature of the cause assigned for the attempted removal of the market becomes apparent. The inconvenience to merchants of having the cotton market divided into two portions, situated about four miles from each other, was much felt, and the largest European exporters, backed by the Chamber of Commerce, earnestly called on the Trustees to make such a reduction in their rents as would at all events remove the cause to which a section of the dealers had attributed their removal from the old storage-ground. Although the Trustees did not consider that their action in increasing the storage rate was other than just and reasonable, yet they could not but attach much weight to the representations made, and seeing that the public interests at stake were so large, they decided, as the most effective manner of granting the relief sought, to abolish altogether the ground-rents on the Cotton Green, and to substitute a fee on each bale brought on to their ground, at the same time modifying the wharfage-fee on export. This change was approved by the Chamber of Commerce, and will, it is hoped, have the desired effect of retaining the Cotton Green at Colaba. The export of cotton from the Apollo Reclamation in 1876-77 has largely exceeded that of the previous year; but, owing to the wharfage rate on export having been reduced to the extremely low charge of half an anna per bale, the receipts are only slightly in excess of those of 1875-76, whilst there has been a direct loss of nearly Rs. 8,000 on ground-rent; the loss would have been comparatively trifling if the change had been made at the commencement of the season, and if the trade had been as active as usual.

10. In order, however, to make room for the cotton trade, the Mazagon Company were compelled to refuse space on their bunder to the firewood dealers, who accordingly returned to Chowpatty, where they had formerly been accommodated. The Trustees' receipts from that bunder have, as a consequence, been increased by Rs. 1,410 as compared with the previous year.

11. Finding it impossible to make satisfactory arrangements with any of the local landing agents for the hire of the Trustees' plant, and finding themselves at a disadvantage as compared with the private companies, who could make arrangements with landing contractors for bringing goods to their bunders, the Trustees, with great hesitation, resolved to undertake the landing and shipping of cargo through the agency of their Traffic Manager. This arrangement, sanctioned in October last, has not yet had a sufficient trial, and, owing to the fact that Rs. 3,074 of the cost of extraordinary repairs to the barges, to fit them for landing cargo, has been charged against the past year's revenue, no direct profit is shown in the account. The Trust has, however, secured its wharfage-fees on goods which might otherwise have been taken elsewhere, and there is every likelihood of the work becoming directly remunerative

12. It may be well here to state that, in order further to meet the competition with which they have been so vigorously assailed, the Trustees, in September last, submitted to Government for sanction a reduced scale of wharfage fees. Although the matter has since been brought to the notice of Government, no decision has been come to, the Government intimating that they are awaiting the result of the consideration of the subject by the Government of India. It is apparent that, with such a check upon their action, the Trustees are at a disadvantage as compared with the owners of private foreshore properties, and that they cannot in such circumstances fully develop the properties entrusted to them, or prevent traffic, which has for long years been accommodated at the Port Trust bunders, from being enticed elsewhere.

13. The Trustees' revenue from ground-rents has remained at about the same figure as the previous year—a somewhat larger area having been occupied at slightly reduced rents. New leases for terms varying from ten to ninety-nine years have been granted during the past year for 2,362-7-9 square yards on Elphinstone Estate, and for 562 square yards on Mody Bay Estate.

14. To turn to the harbour portion of the revenue, Port-dues have yielded an increase of Rs. 27,500 above the estimate, and Rs. 13,322 more than was earned during the previous year. This increase has taken place on the dues both on square-rigged and on native craft. The returns furnished by the Deputy Conservator show that the number and tonnage of steamers trading to the port have, as compared with the previous year, remained stationary, but that there has been an increase in the number and tonnage of square-rigged sailing ships: 516 of the latter aggregating 485,037 tons having arrived or departed in 1875-76, as against 544 ships of 548,301 tons in 1876-77. The increase in native craft, Rs. 5,662, is chiefly owing to the larger number of boats engaged in transporting grain.

15. The receipts from water-supply to the Shipping show an increase of Rs. 7,900 over the estimate. Towards the close of the year it was found that the steam water-barges required a complete overhauling if they were to be used any longer for the supply of water to the Shipping. In view of the early completion of the Prince's Dock, where it is expected a large proportion of the Shipping will obtain their supply direct from the Dock pipes, the Trustees would, if possible, have avoided spending any considerable sum on the water-barges. They therefore advertised for a contractor to undertake the supply of water to the Shipping, but none of the tenders received seemed to the Trustees to offer advantages sufficient to counterbalance the drawback of having the supply removed from beyond their control. Such repairs to the barges as are absolutely essential are therefore being effected, and the supply will continue, as hitherto, in the hands of the Trustees.

Since the water-supply was undertaken by the late Harbour Board in 1867 until 31st March last, the Municipality have charged only a fourth of the public water-rate for the supply to the Shipping, and that rate, instead of being paid in cash, has been taken in liquidation of a debt due by the Municipality to the Harbour Board. Now, however, the Municipality have intimated that they will charge the public rate of 12 annas per 1,000 gallons. An account has been made up of the receipts and expenditure in connection with the water-supply to the Shipping from the time that it was transferred to the late Harbour Board, and it has been found that, after making the necessary allowance for interest and depreciation, the barges still stand at more than they are now worth. The rate charged to the Shipping, Rs. 8 per 1,000 gallons, may appear somewhat high, but in view of the increased water-rate charged by the Municipality, and of the price at which the water boats still stand, the Trustees have resolved for the present to make no change.

16. The receipts from Pilotage show an increase of Rs. 11,600 over the estimate. It is intended that the Pilotage service shall be self-maintaining, and that the whole of the receipts shall be spent on it. It will be seen that this has been done in the accounts now presented, a sum of Rs. 11,367 being set aside as the nucleus of a fund to provide for the replacement of the schooners when worn out.

17. The rules laid down by the late Harbour Board for the conduct of the Pilotage service, were not easy of construction, and the pilots were not satisfied with the manner in which they had been interpreted. With the concurrence of Government and of the Trustees, the questions in dispute were submitted to the High Court, and the decision given was in favour of the pilots. Under that decision, a sum of Rs. 95,659 was paid to the pilots out of the balance of monies left in the hands of the Accountant-General, belonging to the late Harbour Board, and a further sum of Rs. 10,893 had to be paid out of the Trustees' revenue because they had, until September 1875, continued to follow the practice of the late Harbour Board in their mode of paying the pilots.

In order to avoid future complications of a like nature, the Trustees framed a new set of rules, which received the sanction of Government, and which came into force on 1st September 1876.

18. The decrease in expenditure as compared with the estimates, which has been already referred to, is spread generally over the various departments, the only items which require special mention being Rs. 2,500 and Rs. 4,000, which were set aside for a new burner and lamp for Kennery Light, and for new apparatus and lantern for Dolphin Light, respectively. These sums not having been paid last year, will be met from the current year's revenue.

19. In accordance with the previously expressed intention of the Trustees, the work of substituting permanent beacons for buoys on the various dangers in the harbour has been proceeded with. Four new beacons have, during the year, been erected—two on Colaba reef, one on Cross Island reef, and one on Oorun patch—at an aggregate cost of Rs. 17,360, which has been charged against revenue.

20. The arrangements made by the Municipality for expediting the discharge of nightsoil from Carnac Bunder depot into the harbour, were brought into operation in May last. The discharge is made in less time than before, and the offensive smell at the point of discharge is probably somewhat lessened, but the Trustees' property is seriously damaged by the depot and discharge-pipe being situated where they are; the mud in the basins is so impregnated with nightsoil that much sickness amongst the boatmen frequenting the basins, the labourers employed on the bunders, and the clerks engaged in collecting the Trustees' revenue, has been the result. The matter is one of much importance to the Town as well as to the Trust.

21. The roads on the Trust property have not yet been transferred to the Municipality, and an allowance of Rs. 15,000 was made by the Municipality to the Trustees, as the equivalent of the cost of maintaining the roads. The Municipality have also lighted with gas the Bridge roads, the Carnac Bunder road, and the whole length of the Frere Road from the Fort to Waree Bunder.

22. An endeavour was made during the year to get the G. I. P. Railway Company to allow a road to be carried across Waree Bunder so as to connect the Frere Road with Lawrence de Lima Street in Mazagon; but the danger that would be incurred by crossing so many lines of rail on which the Railway stores traffic is conveyed, was urged as a reason for withholding consent. When, however, the Railway Company have transferred a part of their establishment to Parell, and have given back to Government a portion of their Waree Bunder land, as will shortly be done, it is understood that this much-needed improvement will be carried out.

23. The Trustees were involuntarily involved in a dispute with Mr. Nusserwanjee Ardeseer Wadia, in connection with the boundaries of the Trustees' property at Sewree; and, as the most effectual means of terminating it, they have agreed to purchase for Rs. 16,000 all Mr. Nusserwanjee's land to the southward and eastward of the Sewree Road.

24. In regard to "New Works," the Chief Engineer's report, which is published herewith, gives a complete description of what has been done under his supervision. The amount spent on Prince's Dock during the year has been Rs. 21,04,202, which brings the total expenditure on that work up to Rs. 26,91,884, out of an estimated total (exclusive of interest) of Rs. 67,43,397. As the Chief Engineer remarks, the work is being rapidly pushed forward, so that, instead of taking six years, it will probably be finished within four years.

25. Government have agreed, on the recommendation of the Trustees, to the entrance to the dock being at right-angles to the eastern wall, instead of being pointed in a south-easterly direction towards the mouth of the harbour. This entrance, while admitted by the nautical advisers of the Trust to be preferable for vessels using the southern (which is the sanctioned) channel of entrance, has the advantage of being also more suitable for the northern channel, should it ever be found desirable to approach the dock from the north. Consequent on the change in the position of the entrance, the completion of the permanent wall along the entire eastern face of the dock has been sanctioned at an additional estimated cost of Rs. 3,63,800.

It has also been decided to excavate the mud out of the inside of the dock, instead of dredging it as was originally proposed. The work of excavation is thus going on simultaneously with the construction of the walls. The material removed is being deposited in Mody Bay, and the Trust will thus gain about 30 acres of valuable reclaimed land at no cost.

26. There has been much deliberation regarding the width of the dock entrances. As originally planned, each was fixed at 60½ feet. This the Master Attendant considered too narrow, and he recommended 70 feet. The question was referred by the Resident Transport Officer to the Admiralty, in connection with the width which they would consider it desirable to have for the admission of the troop-ships into the Dock. They decided that 64 or 65 feet was desirable, and the Trustees therefore considered it advisable, though not absolutely necessary, to widen one of the gates to 66 feet; the northern entrance will therefore now be 66 feet, and the southern 55 feet, this latter width being considered sufficient for any of the merchant-ships that frequent the port.

27. The question of the sufficiency of the depth of water allowed on the dock-sill was also raised, and it was deemed prudent to increase it by lowering the sill as well as the floor of the dock 1 3-10 feet, which will give a depth of water of 22ft. 6in. on the sill on the lowest tide of the year.

28. The change in the width of the gates will not add to the cost of the dock, but to give the increased depth will cost nearly a lakh of rupees.

29. Plans and estimates were submitted by the Chief Engineer for a dry dock to be constructed inside the Prince's Dock, with the alternative of removing the Hydraulic Lift from Hog Island to the Prince's Dock. But as neither work could be carried out for a less expenditure than 8 lakhs of rupees, and as it seemed to the Trustees that a fair return upon such an expenditure could not be expected, the scheme was not approved.

30. With regard to other new works which are not chargeable to revenue, the accounts show that the Trustees were able to make provision for them from the proceeds of sales of plant and stores, so that it was not necessary to have recourse for Government for a loan.

31. The Chief Engineer has so fully described the various works executed, that it only remains to notice the few that were provided for in the estimates, but that were not undertaken. The chief of these is the Light House on the Sunken rock for which an allotment of Rs. 20,000 was made. The plans and estimates for this important work, which would do away with the need for the inner light-ship, have been passed by the Trustees; but as there is a possiblity of the Light House interfering with the carrying out of the Harbour Defence plans, Government have hitherto withheld their sanction.

32. Provision was made for an expenditure of Rs. 15,043 on the extension of Mody Bunder. Seeing that the Traffic Manager has been deprived of the Prince's Dock site for landing such bulky cargo as coal and firewood, this additional space is of importance, but the Engineer has not yet been able to undertake the work. The expenditure has, however, been again provided for in the current year's budget, as has also the sum of Rs. 10,000 for roads and drains on Mody Bay Estate near the Mint.

33. There have been greater changes during the past year in the governing body of the Trust than in any former year. Major-General Ballard, who from the formation of the Trust so ably performed the duties of Chairman, left for England in June last, owing to ill-health; and was succeeded by Lieutenant-Colonel Baker. Mr. LeMesurier and Mr. Hall, both original members of the Trust, have resigned—the one to take up an appointment in Egypt and the other to proceed to England; while the Trustees have, in common with the general community, to deplore the sad accident which deprived Captain Henry of his life and themselves of a valued colleague.

Mr. G. A. Barnett, the Hon'ble Donald Graham, and Mr. R. E. Bickerdike have been appointed to fill the vacancies thus caused; and Mr. J. Y. Lang has been appointed to act for Mr. Kittredge, who has been allowed leave of absence.

W. A. BAKER, Chairman.

Bombay, 28th May 1877.

For Sale.

THE SECOND EDITION OF

MACLEAN'S GUIDE TO BOMBAY

PRICE RUPEES FIVE.

IN ONE HANDSOME VOLUME CLOTH BOUND CONTAINING UPWARDS OF FIVE HUNDRED PAGES.

THE GUIDE contains an increased amount of local and general information, corrected to the latest practicable date; while the whole contents of the work are carefully revised and re-arranged, and made as correct and trustworthy as possible.

REGISTERED No. 1—1877.

The Bombay Gazette.

[With Supplement.

No. 8,846.—New Series. BOMBAY :—SATURDAY, JUNE 16, 1877.

THE BOMBAY GAZETTE.

THE Rates of Subscription to the *Bombay Gazette* will for the future be as follow :—

TO SUBSCRIBERS IN BOMBAY—*Delivered free.*

In Advance.		*In Arrear.*	
For Annum	Rs. 48	Per Annum	Rs. 60
Half-yearly	25	Half-yearly	31
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First insertion ..... 8 As. per Line.
Second do. ..... 4½ „ „
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For Advertisements which are to be inserted for a considerable time special contracts may be made.

SPECIAL SHORT ADVERTISEMENTS.

Advertisements of two or three lines relating to such matters as Small Sales, Business Cards, Situations, Wanted or Servants Required, Houses or Lodgings to Let, Changes of Residence, Notices Lost or Found.

The scale for Advertisements belonging to any of these classes as follows :—

Not exceeding three lines ..... Rs. 1-0
Each succeeding line..... „ 0-8 As.

Advertisements exceeding five lines will be charged for at our present ordinary rates.

No Advertisement will be inserted for less than *One Rupee*, and payment must in all cases be made in *Cash*.

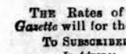
All Advertisements are charged according to the space occupied in Nonpareil, or smallest type, 12 lines of which go to the inch.

DOMESTIC OCCURRENCES : EACH—TWO RUPEES.

ALL CHEQUES, MONEY ORDERS, and other Remittances should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM TO LONDON FROM KURRACHEE, CALLING AT ADEN, HODEIDA, JEDDAH, ALGIERS, AND LISBON.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (limited) will despatch the s. s. JAVA, 1,465 Tons, 200 H. P., Commander F. CUTTON, as above, from Kurrachee, on THURSDAY, the 28th June 1877.

The JAVA is fitted in the usual style of the Company's vessels, and has excellent accommodation for 24 First-class Passengers and 16 Second-class.

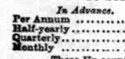
The Steamers leaving Bombay on WEDNESDAY, the 20th June and on SATURDAY, the 23rd idem, for Kurrachee, can carry forward Cargo and Passengers for transfer to the Java.

For Freight or Passage apply to

W. NICOL & Co., Agents.

Bombay, 6th June 1877.

WEEKLY STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under contract with Government, will despatch the S. S. COMMILLA, 860 Tons, 140 H. P., Commander K. MACAULAY, on THURSDAY, the 21st June, 1877, at 4 P.M., calling at Carwar, Calicut, Narrakal, Alleppey, Tuticorin, Colombo, Negapatam, Pondicherry, Madras, Masulipatam, Coconada, Vizagapatam, Bimlipatam, Gopalpore, False Point and at any other place where inducement offers.

Weather permitting she will also call at Ratnagherry, Vingoria, Goa, Mangalore, Cannanore, Tellicherry, Beypore, and Cochin.

Cargo for Singapore and China can be booked fortnightly by the steamers on this line hence or from intermediate ports for transhipment at Galle to the Steamers of the Compagnie des Messageries Maritimes de la France which run regularly.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

WEEKLY STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

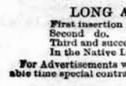
Interchanging Cargo and Passengers at Bussorah, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company or other Steamers.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch the S. S. PUTTIALLA, 840 Tons, 'H. P., Commander R. HENDERSON, on WEDNESDAY, the 20th June 1877, at 4 P. M., to the PERSIAN GULF, touching at KURRACHEE, GWADER, JASK, BUNDERABBAS, LINGA, BUSHIRE, FAO, BUSREH, and occasionally at BAHREIN and MAHOMERAH.

N.B—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

BI-WEEKLY STEAM COMMUNICATION WITH KURRACHEE.



THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will, during the S. W. Monsoon, despatch a Steamer to Kurrachee every WEDNESDAY at 4 P.M., and an Extra Steamer on every SATURDAY at 4 p.m.

The S.S. VINGORLA, 572 Tons, 125 H.P., Commander A. GRAY, will be despatched on SATURDAY, the 16th June, 1877, at 2 p.m.

The S. S. PUTTIALLA, 840 Tons, 140 H. P., Commander R. HENDERSON, will be despatched on WEDNESDAY, the 20th June 1877, at 4 p.m.

N. B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH ITALY VIA SUEZ CANAL.

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

THE REGULAR STEAMERS LEAVE GENOA and BOMBAY on the 24th, on the 1st of each month.

For extra steamers see list given below.

PASSENGERS' RATES.

(Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.	
Aden	£22	£15	£4	Without Wines
Suez	36	22	8	
Port Said	38	24	9	
Messina	59	34	14	
Naples	60	34	14	
Leghorn	60	34	14	
Genoa	60	34	14	
Marseilles	52	35	14-10	

Including Wines

Children under 3 years—free of charge. Children not above 10 years—half fare.

NEXT STEAMERS FROM BOMBAY :—

SUMATRA, to sail on SUNDAY, 1st July 1877.
ASSIRIA, to sail on WEDNESDAY, 18t August 1877.
AUSTRALIA, to sail on SATURDAY, 1st September 1877.
INDIA, to sail on MONDAY, 1st October, 1877.

All Steamers of this Company have large First and Second Class accommodation; and always carry a Doctor and a Stewardess on board.

The steamers of this Company, as a rule, start precisely at 10 A. M. Any unavoidable detention will, however, be advertised at least one day previously.

For hand-books of information, rates of freight, &c., apply to

C. GRONDONA,
Agent Rubattino Steam Navigation Company,
No. 2, Hummum Street.

Bombay, 7th May 1877.

ANCHOR LINE—INDIAN SERVICE. BOMBAY TO NAPLES & LIVERPOOL, VIA SUEZ CANAL.

THE S. S. TRINACRIA, 2,107 Tons Register, 424 H. P. nominal, Captain R. HUTCHISON, will sail about the 23rd June,

and will be followed by the

S. S. EUROPA,
2,277 Tons Register, 424 nominal, H.P.
Captain J. HARRIS, about the 18th July,

and by the

S. S. ITALIA,
2,245 Tons Register, 424 H.P. nominal,
Captain J. DONALDSON, about the 8th August,

and by the

S. S. INDIA,
2,269 Tons Register, 500 H.P. nominal,
Captain GEO. H. READ, about the 5th September.

RATES OF PASSAGE MONEY.

TO NAPLES ..... Rs. 400
TO LIVERPOOL ..... Rs. 500

Passengers desirous of making a short stay in Italy, may disembark at Naples and proceed on to Liverpool by the following steamer, and passengers disembarking at Naples can have their heavy baggage taken on to Liverpool without any extra charge.

Messrs. HOLME & Co., the Company's Agents at Naples, will render any assistance and tender any information required by the Passengers.

For passage, &c., apply to

W. & A. GRAHAM & Co.,
Agents.

Bombay, June 14, 1877.

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

REGULAR LINE OF STEAMERS BETWEEN BOMBAY AND TRIESTE, VIA SUEZ CANAL.

THE following First Class Steamers will be despatched from Bombay to Trieste :—

	Tons.	H.P.	Captains.	1877.
S.S. SPHINX,	2,259	250	———	on or about 25th June.
A Steamer	——	——	———	,, ,, 10th Aug.

These Steamers have good accomodation for a limited number of Passengers.

Rates of Passage-money (exclusive of Wines and Spirits which can be had on board at moderate prices) as under :—

	Cabin.	Deck.
To Trieste	Rs. 400	Rs. 180
To Port Said	„ 300	„ 131
To Suez	„ 280	„ 122
To Aden	„ 170	„ 66

No cargo will be received on board after sunset on the day previous to sailing.

For further particulars, and for Freight and Passage, apply to THE AGENCY OF THE AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

J. L. STIPPERGER, Acting Agent,
28, Bombay Green, 20th May 1877.

SHIPPING.

PENINSULAR AND ORIENTAL COMPANY.

THE following or other first-class Vessels will be despatched for EUROPE :—

	Vessels.	Tons.	H.P.	Captains.	
(o)	SUMATRA	2488	450	C. Anderson	22d June.
(o)	HYDASPES	2984	470	D. Rennoldson	29th do.
	NIZAM	2725	450	A. E. Barlow	6th July.
(o)	DECCAN	3429	550	J. D. Gaby	13th do.
	TRAVANCORE	1900	350	W. Barratt	20th do.
(o)	AUSTRALIA	3663	600	J. S. Murray	27th do.

Passengers are booked to ADEN, SUEZ, BRINDISI, ANCONA, VENICE, MARSEILLES, MALTA, GIBRALTAR and SOUTHAMPTON by every Mail. The Steamers marked (o) proceed direct to Southampton; but by the others Passengers change vessels at Suez, and those for Brindisi, Ancona, Venice, and Marseilles are conveyed by Rail from Suez to Alexandria.

A small Steamer leaves the New Dock Head at Mazagon, at 3 P.M. precisely on the day of sailing.

F. D. PARKER, Acting Superintendent.

Bombay, 5th June 1877.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

THE following Steamers will be despatched for the above ports, Carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

Vessels.	Tons.	H.P.	Captain.	
MIRZAFORE	3763	600	A. Parish	25th June, at 5 p.m.
HINDOSTAN	3113	600	N. Roskell	9th July, at 5 p.m.
PESHAWUR	3781	600	C. A. White	23rd do.

F. D. PARKER,
Acting Superintendent.

Bombay, 5th June 1877.

STEAM TO KING GEORGE'S SOUND, ADELAIDE, MELBOURNE, AND SYDNEY.

THE following Steamers will be despatched for the above ports (calling at Galle) :—

Vessels.	Tons.	H.P.	
AVOCA	1482	250	Capt. T. Alderton, 23rd June, at 3 P.M.
TANJORE	2263	450	Capt W. W. Fentiman, 21st July, 3 P.M.

F. D. PARKER, Acting Superintendent.

Bombay, 5th June 1877.

HALL LINE OF STEAMERS.

BOMBAY TO LIVERPOOL DIRECT, AND TO LONDON OVERLAND, VIA NAPLES OR GENOA.

THE S. S. CHILDWALL Hall, 2,160 Tons Register, 300 H.P. nominal, Captain TREGARTHEN, will sail about the 27th June,

and will be followed by the

S. S. 'RENTHAM HALL,
2,160 Tons Register, 300 H. P. nominal,
Captain SHAW, about the 7th July,

and by the

S. S. BRANKSOME HALL,
2,100 Tons Register, 300 H. P. nominal,
Capt. BRAND, about the 11th August,

and by the

S. S. CITY OF BALTIMORE,
2,300 Tons Register, 300 H. P. nominal,
Capt. COLLIN, about the 29th August.

RATE OF PASSAGE MONEY, Rs. 500 TO LIVERPOOL.

Passengers are booked through to London, Naples, or Genoa in connection with the Rubattino S. N. Company, at the following rates including the Railway journey from Suez to Alexandria, Rubattino Steamer from Alexandria to Naples or Genoa, and Railway journey thence :—

FARES.

Bombay to London, via Genoa	Rs.	575
Do. do. „ Naples	„	550
Do. Naples	„	470
Do. Genoa	„	490

A Rubattino Steamer leaves Alexandria every Friday.

For passage or further particulars apply to

KING, KING & Co.,
or to
W. & A. GRAHAM & Co.,
Agents.

N. B.—Messrs. HENRY S. KING and Co. and Messrs. KING, BAILLIE and Co. are the Passenger Agents for this Line in London and Liverpool respectively. Arrangements for Remittances, Sovereigns, Circular Notes, Shipment of Baggage, &c. will be attended to by Messrs. KING, KING and Co. here.

Bombay, June 9, 1877.

NOTICE.—ANCHOR LINE, INDIAN SERVICE.—CONSIGNEES of CARGO, per s.s. TRINACRIA, are hereby informed of the Steamer's ARRIVAL from GLASGOW and LIVERPOOL, and are requested to present their BILLS of LADING, and to TAKE DELIVERY of their respective GOODS without delay.

W. & A. GRAHAM & Co., Agents.

WINES, SPIRITS, BEER, &c.

TUBORGS FABRIKKER
DANISH BEER IN BOTTLE,
A very superior Article.
Light and suitable for the Climate.
A special favorite in the China Markets.
FINLAY, SCOTT & Co.

PRICE LIST of WINES, &c., FOR SALE at the Godowns of the Undersigned :—

CLARETS.

FROM H. AND C. BALARESQUE, BORDEAUX—

Chateau de Frandis	Rs. 14 per doz.	Qts.
Les Canons	„ 24	„
Chateau Leoville	„ 24	„
Chateau Lafitte	„ 28	„

HOCKS.

FROM G. M. PABSTMANN SON, MAYENCE, Purveyor to H. R. H. the Prince of Wales.

Laubenheimer	Rs. 16 per doz.	Qts.
Deidesheimer	„ 17	„
Liebfraumilch	„ 22	„
Steinwein (in glass jugs)	„ 22	„
Hochheimer	„ 24	„
Ruedesheimer	„ 26	„
Marcobrunner	„ 30	„
Queen Victoria Berg	„ 36	„

CHAMPAGNE.

Theoph. Roderer & Co.'s celebrated Carte

Blanche	Rs. 44 per doz.	Qts.
Real Eugene Cliequot	„ 40	„
do.	„ 22-8	„ Pts.

BEER.

Ind Coope and Co.'s Pale Ale	Rs. 3-4 per doz.	Pts.
FLOWER & SON'S India Ale	„ 5	Qts.
Do. do.	„ 3	„ Pts.
INDIA PALE ST. PAULI BREWERY, Bremen	„ 5-8	Qts.
Do. do.	„ 3-8	„ Pts.

BRANDY.

FROME and ROGEE'S 3 Stars Cognac, excellent quality	Rs. 30 per doz.	Qts.

Out-station Orders must be accompanied by a remittance or reference for payment in Bombay.

VOLKART BROTHERS.

Rampart Row, Fort, Bombay.

OLD SAILORS' HOME.—SEALED TENDERS will be received up to 12 o'clock (Noon) on SATURDAY, the 30th June 1877, for the PURCHASE of the OLD SAILORS' HOME on the Esplanade. Full particulars can learnt on application to

F. F. ARBUTHNOT, Collector.

Bombay, Collector's Office, 12th April 1877.

Now Ready.

THE SECOND EDITION OF
THE POLITICAL ECONOMY
OF
INDIAN FAMINES.
BY ALFRED H. BROWNE.
PRICE ONE RUPEE.
May be had at the *Bombay Gazette* Office.

ORIENTAL
GOVERNMENT SECURITY
LIFE ASSURANCE COMPANY
LIMITED,
9, ELPHINSTONE CIRCLE, BOMBAY.

COMPLETE POLICIES.

ANNUAL PREMIUM, ceasing after a limited number of payments, to assure Rs. 1,000 at Death, whenever it may happen.

Age next Birthday.	5 Annual Payments. Promissory Notes for Rs 2 0.	10 Annual Payments. Promissory Note for Rs 100.	12 Annual Payments. Promissory Note for Rs. 83-3-4	15 Annual Payments. Promissory Note for Rs. 66-10 8.
20	90 14 5	53 1 8	46 12 10	41 6 5
25	95 6 5	55 12 10	49 8 8	44 1 8
30	100 12 10	59 6 5	53 1 8	46 12 10
35	106 3 2	63 0 0	56 11 3	49 8 0
40	114 4 15	68 6 5	61 3 3	54 0 0
45	122 6 5	73 12 10	66 9 8	59 6 5
50	132 4 10	81 0 0	72 14 5	65 11 3

EXAMPLE.

A person aged 25 next birthday may, by paying an Annual Premium of Rs. 55-12-10 for 10 years, or of Rs. 44-1-8 for 15 years, secure Rs. 1,000 to his Heirs at his decease. After which periods the Assured is exempted from further payments. The sums assured are paid, should death occur even immediately after payment of the first Premium, and in that event further payments of premium would of course cease.

NEW ADVERTISEMENTS.

BYCULLA CLUB.—The ADJOURNED SPECIAL GENERAL MEETING of the MEMBERS of the CLUB will be held in the Club House on SATURDAY, the 16th June, at 6 o'clock p. m.

C. A. W. CAMERON,
Honorary Secretary.

AN EXPERIENCED LADY wishes to TAKE ENTIRE CHARGE of CHILDREN from abroad to educate with her two girls for whom a Governess is Kept. Healthy suburb and large Garden. Refined happy home, with a mother's care. £100 to £195, inclusive of Masters and every extra. Two sisters reduced terms. Highest references Mrs. F. W. M., care of May's Advertising Offices, 16, Piccadilly, London.

BASS'S BEER IN WOOD.

MONTHLY Consignments of the above, SELECTED from the BEST BREWINGS, are RECEIVED by TREACHER & Co., LIMITED, BOMBAY.

SECOND EDITION OF
PRIVATE ENTERPRISE IN INDIA,
AND
GOVERNMENT POLICY,
AS EXEMPLIFIED BY THE
HISTORY OF THE BOMBAY HARBOUR FORESHORE
WITH REPLIES TO "K."
By "H."
PRICE ONE RUPEE.

SPECIAL SHORT ADVERTISEMENTS.

The scale for these Advertisements is as follows :—Not exceeding 3 lines, Re. 1 ; each succeeding line 8 As. No trade advertisements are admitted under this scale.

FOR SALE, a DOG CART, in first rate order. Apply to

KING, KING & Co.

TO LET IN FORT, Two Residences in Rampart Row, Cool, Lofty and Commodious. Rents Rs. 150 and Rs. 100. Apply to "R.," care of this paper.

TO LET, a Commodious, Airy and pleasantly situated Apartments in the Fort, with or without Furniture. Address "J. B.," care of *Bombay Gazette* Office.

WANTED, an European or Portuguese MISTRESS to teach English, Guzerati and Needlework to 3 Girls. Locality, Parell. Apply to "J.," care of *Bombay Gazette*.

WANTED, by a young Lady, APARTMENTS in the Fort with partial Board. Apply, with terms, to "A. B. C.," care of *Bombay Gazette* Office.

WANTED, a HIGH-PRESSURE HORIZONTAL ENGINE, NEW or SECOND-HAND, Cylinder eighteen inches ; Stroke three feet. Address "A.," care of *Bombay Gazette* Office.

DIVING APPARATUS always on hand FOR SALE or HIRE. DENAYROUZE & Co., Church Gate Street, Bombay.

TO BE LET, on MALABAR HILL, a large and excellently furnished Bungalow, close to the sea. Tenant cannot expect to have use of good carriage and pair. Address "S.," *Bombay Gazette*.

SALES BY AUCTION.

BENNETT AND COMPANY,
No. 4, FORBES STREET.

FOR SALE by Auction at Messrs. BENNETT & Co.'s Mart, THIS DAY, SATURDAY, the 16th instant, a 2 o'clock, a nearly new Miniature Brougham by Kesterton, suitable for one horse or a pair, with pair of fast going Bay Arab Horses and English Harness, late the property of A. J. MACDONALD, Esq.

AUCTION SALE of valuable photographic kit, with apparatus, glassware, books, &c.

THIS DAY, SATURDAY, the 16th inst., at 1 P. M. Messrs. BENNETT and Co. are instructed to sell by Public Auction at their rooms, the valuable photographic kit, glassware, books, &c, belonging to the late Colonel R. PEACOCK. The same comprises rich cut hollow stem glassware Hink's patent cut glass table cruet, handsome parian marble figures with domes, table cutlery, a fine tool chest, travelling dressing bags, a very good and valuable photographic Camera by "Meagher" with apparatus complete, folding travelling chairs and cots, camp, washing stands, Cashmere carpets, an air gun, engineering and miscellaneous books, cooking utensils, and sundry other articles.

AUCTION SALE of Saddlery, Harness Plated and Earthenwares, &c.

THIS DAY, SATURDAY, the 16th inst., Messrs. BENNETT & Co. will sell by Public Auction at their rooms, an Invoice of Saddlery, plated and earthenwares, &c. the same comprises hogskin saddles, sets of handsome plated German silver double buckled and richly mounted single and double harness, very mouth bridles, sets of best electroplated shell pattern spoons and forks, curry dishes with warmer claret jugs, flower glasses, cruet stands, trays, entrée dishes and covers, large oval trays, mahogany toilet glasses with and without marble, handsome chamber sets, &c.

AUCTION SALE of valuable and handsome household furniture, plated, glass and porcelainware, &c., at Mazagon, opposite the Mazagon Castle.

On TUESDAY, the 19th inst. at 1 p.m., Messrs BENNETT & Co. are instructed to sell by Public Auction at the above mentioned place the whole of the valuable and handsome household furniture, &c, the property of a gentleman, changing his residence, the same comprises rich cut glassware, handsome dinner service, best plate-ware, such as hotwater curry dishes, cruet, pickle and liqueur stands, waiters, butter pot, ice and spoons and forks, table cutlery, &c, furniture, &c., handsomely carved blackwood furniture, such as a set of dining table in 4 pieces, sideboard, dining-room chairs, screens, circular and pier tables, easy and drawing-room chairs, conversation sofas, whatnots, teapoys, rich table ornaments, English iron bedstead, camp cots, dressing and washing tables, tool chests, clothes presses, chest of drawers, disperse articles, &c., &c.

No catalogues, and the property is now on view.

AUCTION SALE OF THE BARQUE "FLYING CLOUD".

On THURSDAY, the 21st instant, at 3 p.m., Messrs. BENNETT and Co. are instructed to sell by Public Auction, at their Rooms :—

The barque "Flying Cloud", 343 tons register, with 3 masts, 2 suits sails and other gear complete.

For further particulars apply to

BENNETT & Co.

Bombay, 16th June 1877.

CRAWFORD AND COMPANY,
2, MARINE STREET, BOMBAY.

AUCTION SALE OF VALUABLE ENGLISH AND INDIAN MADE JEWELLERY AND FANCY GOODS.

THIS DAY, SATURDAY, the 16th inst., sale commencing at 2 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction at their rooms, valuable English and Indian made jewellery and fancy goods, the property of Hajee Soomar Essaw, the same comprises :—five bouquet holders, breast pins and brooches, silver hunting watches, gold breast pins, watch-keys, studs, shirt studs and links, necklet with crosses, plain and engraved lockets, gold hunting watch by John Jones, diamond, pearl, sapphire, ruby, topaz and stone rings and hoop rings, bracelets, gold chains, bead necklaces, turquoises, carbuncles and pearls, English and China-made brooches and earrings, gold hunting, open-faced and pendant watches, gold Albert chains, 8 days polanquin time-piece, Chubbs cash boxes, meerschaum pipes, Morocco leather card cases, amber necklets, &c

Catalogues are ready, and the above is on view.

SALE OF GROUND AND TWO BUNGALOWS thereon, site to at Post No. 1, near G. I. P. Railway Station.

THIS DAY, SATURDAY, the 16th instant, at 4 p.m., Messrs. CRAWFORD and Co. will sell by Public Auction on the premises, all that piece of ground admeasuring 9.5 square yards or thereabouts, as registered by the Collector of Land Revenue under No. 360, 361, 367, and 390, together with the 2 bungalows standing thereon, situate on the south side of the Elphinstone Road near the Railway Station at Parel and bounded on the east by the public road leading to the Baroda Railway Workshops on the west by the lotty fields of Rutna Pandoo and Hoonujee Parsee, on the north by the Elphinstone Road, and on the south by the water drain.

For further particulars and conditions of sale application may be made to the undersigned.

SALE OF SUPERIOR FIRST CLASS MOULMEIN TEAK SQUARES.

THIS DAY, SATURDAY, the 16th instant at 4 p.m., Messrs CRAWFORD & Co will sell by Public Auction at Tank Bunder to close consignment of ex Zemindar.

100 tons superior first class Moulmein teak squares.

In small convenient lots to suit the requirements of purchasers.

USUAL AUCTION SALE.

On MONDAY, the 18th inst., at 2 P.M., Messrs. CRAWFORD & Co. will sell by Public Auction, at their rooms :—

10 bales grey shirtings.
10 cases white shirtings.
5 cases colored prints.
5 cases printed muslins.
3 full-pressed bales Sawginned Dharwar Cotton.

On account and at the risk of Messrs. Ardaseer and Co.—

2 cases toys.

SALE OF MATCHES,

On WEDNESDAY, the 20th instant, at 3 p. m., Messrs. CRAWFORD & Co. will sell by Public Auction at their rooms on account and at the risk of the first purchaser Abdoollalee Dawoodkhan.

Per Steamer Coromandel.

1353 V.	51/60—17 cases matches.	
Bombay, 1/42 V B.	1/25—3 cases tiger matches.	Per Steamer North Tyne.
V. G. V.	1/40—34 cases matches.	Per Steamer Coromandel.
1353 V.	11/30—8 cases matches.	Per St. ames, North Tyne.
193 A. D.	1/25—13 cases tandsticks.	Per Rajpoot.
A.		Per Tythonus.
D.		
1415	11/20—6 cases matches.	

CRAWFORD & Co.

Bombay, 16th June 1877.

MEHRJEE, JOHNSTON & Co.
AUCTION SALE OF STOCK-IN-TRADE OF STATIONARY ESTABLISHMENT.

On SATURDAY, the 23rd day of June 1877, Messrs. MEHRJEE, JOHNSTON and Company, will sell by Public Auction, at 12 o'clock noon, at No. 17 Marine Street Warehouse, Fort, by order of the Official Assignee, High Court, and in Re Pestonjee Hormusjee Santoke an Insolvent, the whole of the above stock-in-trade comprising :—Reams of coloured packing papers, French, foolscap note, letter and cartridge papers, printing papers, rolls of cotton and silk tapes, bundles of quills, blacklead and steel pens, pencils and penholders, ribbons, glass inkstands, razor strops, sharpening stones, mathematical, drawing and engineering instruments, compass boxes, brass scales weights, also 10 bales of printing and other papers, glass door and wooden cupboards, wooden horses, &c., &c.

MEHRJEE, JOHNSTON & Co.

Bombay, 16th June 1877.

TREACHER & COMPANY, LD., WINE MERCHANTS

BY APPOINTMENT.

ESTABLISHED IN THIS PRESIDENCY FOR HALF A CENTURY.

AGENCIES IN THE CONTINENTAL WINE DISTRICTS AT

XEREZ.	AVIZE.	BORDEAUX.
ALTO DOURO.	EPERNAY.	COGNAC.
MADEIRA	RHEIMS.	COBLENTZ.

LONDON OFFICES: 38A, KING WILLIAM STREET.
HEAD OFFICE AND GODOWNS:—BYCULLA, BOMBAY.

CONSTITUENTS and intending Purchasers are respectfully solicited to test the quality of our Brands when comparing the quotations with those of competing Houses, and also to note that the quotations include LOSS BY EXCHANGE, IMPORT AND TOWN DUTIES, AND ALL OTHER CHARGES, BEING FREE DELIVERY FROM OUR GODOWNS.

REVISION OF PRICES. MARCH 1877.

SHERRIES.

	Per Dozen Quarts.	Pints.		Per Dozen Quarts.	Pints.
AMONTILLADO, superior, very old and choice	Rs. 37 0	...	VINO DE PASTO, a good generous Dinner WINE	Rs. 26 0	...
OLOROSO, pale soft, fine flavour	37 0	...	PALE DINNER, an excellent light Wine for general use	22 8	...
MANZANILLA, very dry and pale, unsurpassed for delicacy and purity	29 0	...	YELLOW SEAL, pale and light	17 0	...
GOLDEN, a rich nutty-flavoured Dessert Wine	29 0	...	MARSALA	16 0	...
OLD DRY, very superior, soft and dry	29 0	...	MADEIRA, E. India, selected, old and very fine	31 0	...

PORTS.

SUPERIOR OLD, tawny, with fine Bouquet and character	Rs. 32 0	17 8	FINE OLD, possessing good body and flavour	Rs. 27 0	15 0
			WHITE SEAL, rich and fruity	19 0	...

CHAMPAGNES.

F. GIESLER & Co.'s "for India" brand.	Rs. 46 0	24 8	SUPERIOR SPARKLING SAUMUR	Rs. 28 0	15 8
PERRIER JOUET & Co.'s do.	46 0	24 8			

STILL HOCKS.

JOHANNISBERG	Rs. 41 0	23 0	STEINWEIN (Glass Jugs)	Rs. 23 8	...
LIEBFRAUMILCH	36 0	19 0	LAURENHEIM	17 8	9 8
NIERSTEIN	26 0	14 0	GIESENHEIM	20 0	11 0
HOCHHEIM	25 0	13 8			

SPARKLING HOCKS.

FINEST SPARKLING EHRENBRETSTEIN	Rs. 42 0	23 0	SUPERIOR SPARKLING	Rs. 34	18 8

STILL MOSELLES.

SCHARZBERG	Rs. 33 0	18 0	MUSCATEL MOSELLE	Rs. ...	14 0
SUPERIOR MOSELLE	27 0	14 8	WINNINGEN	20 0	...

SPARKLING MOSELLES.

FINEST SPARKLING NONPAREIL.	Rs 40 0	22 0	FINE SPARKLING	Rs. 32 0	...
SUPERIOR SPARKLING	34 0	19 0			

CLARETS.

BORDEAUX { Excellent Cup or } PETIT MEDOC { Breakfast Wines }	Rs. 10 0	...	CHATEAU LAGRANGE	Rs. 21 0	11 8
	12 8	7 4	CHATEAU LAROSE { Superior after }	26 0	14 8
MEDOC, Superior	15 8	9 0	CHATEAU MARGAUX { Dinner Wines }	31 0	16 8

SAUTERNES.

HAUT SAUTERNES, very rich and fine.	Rs 31 8	...	BARSAC, light Table Wine	Rs. 19 0	...
SAUTERNES, delicate flavour	23 8	...			

STILL BURGUNDIES.

CHAMBERTIN	Rs. 29 0	15 8	BEAUNE	Rs. 19 0	10 8
POMMARD	24 0	13 0	CHABLIS	18 0	...
MACON	23 0	12 0			

SPARKLING BURGUNDIES.

SPARKLING BURGUNDY, Red, a rich fruity Wine	Rs. 38 0	21 0	SPARKLING BURGUNDY, White, a rich fruity Wine	Rs. 38 0	21 0

SPIRITS.

COGNAC, Fine Old Pale, Treacher's celebrated Heart labelled	Rs. 30 0	...	WHISKEY, Irish, Kinahan's celebrated L. L.	22 8	...
			WHISKEY, Scotch ; Crabbie's	Rs. 20 0	...
COGNAC, Old Pale, a choice matured Spirit	27 0	...	Do. Fine Old Glenlivet (Treacher's special blend)	22 8	...
COGNAC, Pale, a good Peg Brandy	23 0	...	HENNESSY'S BRANDY*	28 0	...
GIN, London Old Tom	18 0	...	Do. do. **	32 0	...
			Do. do. ***	34 0	...
HOLLANDS GENEVA, per case of 15 large flasks (De Kuyper's)	27 0	...	MOUNIE'S Vine Leaf do.	28 0	...
			MARTELL'S do.	28 0	...
RUM, Finest Old Jamaica	22 8	...	EXSHAW'S No. 1 do.	37 0	...

LIQUEURS AND BITTERS.

CURACAO, Amsterdam, Orange or White per bottle	3 12	2 0	VERMOUTH per bottle.	1 4	...
			FREEMASON'S LIQUEUR „		1 12
MARASCHINO DI ZARA, (the finest) „	3 8	2 0	GINGER WINE per dozen.	17 0	...
CHERRY BRANDY, best Copenhagen „	2 12	1 8	ORANGE WINE „		...
CHARTREUSE from the { Green „	7 0	3 12	ORANGE BITTERS „	18 0	10 0
Monastery { Yellow „	5 8	3 0	ANGOSTURA BITTERS „		24 0
GOLD WATER, Dantzig Brandy „	3 12	...	POMALO & ORANGE BITTERS, CONCENTRATED, T. & Co.'s „	1 Pints.	12 0
CREME DE NOYEAU, best „	3 0	1 12			
CREME DE CITRONELLE „	3 0	...			
CREME DE ROSE „	...	1 12	BRANDY BITTERS „		
CREME DE VANILLE „	3 0	1 12

COMMERCIAL INTELLIGENCE

FRIDAY EVENING, 15TH JUNE 1877.

CONSOLS in London yesterday had advanced from 94 to 94¼, but French Rentes were unaltered. Wheat was quoted the same as on Wednesday, but Calcutta Linseed and Rapeseed were both 3d. per quarter lower to arrive.

The Liverpool Cotton Market yesterday closed strong, the day's sales reaching 14,000 bales—of which 2,000 were Surats. Spot prices were unaltered, with the exception of an advance of 1/16d. in Mid. Orleans, but Surats to arrive were higher; Good Fair Dholleras, with the G. F. clause, June/July shipment, via Cape, being quoted at 5¾d., and F. G. F. Omras, with the G. F. clause, June-July shipment, via Canal, at 5 7/16, an advance in both cases of fully 1/16d. per lb. Piece Goods in Manchester are also firm, and to all appearance it seems not unlikely that the present improvement may yet increase before a check comes.

Yesterday's telegram from New York quotes ready Mid. Uplands ¼ and September shipment 3/16 cent. per lb. higher, the respective quotations being now 11⅜ and 11½ cents per lb. The Receipts of Cotton at the U. S. ports to date are as follows:—

	1877.	1876.	1875.
Thursday's Receipts	1,000	800	1,900
Six days' do.	8,000	6,100	9,200
Total since 1st Sept.	3,992,000	4,037,200	3,418,900

In the London General Produce Markets yesterday Coffee and Cocoanut Oil were unchanged.

The Bank of England return for the week ending on Wednesday evening shows an increase in the Reserve of £700,000 and in Bullion of £600,000, while Discounts are less by £700,000. The proportion of the Reserve to Liabilities has thus increased from 44½ to 44 7-16 per cent, but the rate of discount on 6 months' sight Bank Bills stands at 2½ as compared with 2½ per cent. on Monday last, which does not appear to indicate expectations of easier money.

Enfaced Rupee Paper in London is unchanged from the previous day, and Bar Silver still stands at 53¾d. per oz. Yesterday's P. & O steamer from Southampton brings £190,000 in Silver for Bombay and £40,000 for Calcutta, making, according to Reuter, a total of £880,000 afloat from Southampton alone, but from what we can gather from private sources the actual amount is upwards of a million sterling. The demand for funds in Calcutta and China probably accounts for these imports, but even allowing for that, it seems difficult to believe that the requirements of trade at present are equal to upwards of two millions sterling per month, which, including Council drafts, is what the present rate of import amounts to.

STERLING EXCHANGE to-day has been very quiet with only a small business doing and no change in rates except that demand Bank drafts have been obtainable on slightly higher terms. To-day's closing quotations are:—

Bank Bills, on demand ..... 1s. 8 9-16d. to 19-32 per Rupee
Do. 6 months' sight... 1s. 8 15-16d. "
Credits, 3 " " 1s. 8 15-16d. "
Documents, 3 " " 1s. 8 15-16d. "

On Calcutta we quote demand at 3/16 to ¼ per cent. premium; 60 days sight at ⅜ per cent. discount.

GOVERNMENT PAPER is steady with a fair enquiry at former prices. We call:—Fours, Rs. 97½; Fours-and-a-half, Rs. 98; Fives-and-a-half, Rs. 102 to ¼.

The SHARE MARKET continues active for Spinning and Weaving Companies with further improvement in prices, but other things are generally unchanged. We note an advance of Rs. 40 in Alexandra Spinning, Rs. 25 in Alliance, Rs. 10 in Fleming and Nursey and Rs. 5 in Coorla, Great Eastern and Manockjee Petit. Bank of Bombays are firm at 42 per cent. premium; Colaba Land and Port Canning Land shares have advanced Rs. 5. Press Companies are unaltered. Bombay-Burmah Trading Company's shares are Rs. 10 higher.

COTTON to-day has been firm with a further advance of Re. 1 per candy. The local mills are steady buyers, and exporters availing themselves of the continued fine weather, have also bought freely, chiefly of Barsee and Omrawuttee descriptions. We quote:—

Good Dhollera	Ready.....	Rs. 196	per candy	F. P.
F. G. F. do.	"	193	"	"
G. F. do.	"	188	"	"
Good Oomra	"	196	"	"
F. G. F. do.	"	193	"	"
G. F. do.	"	187	"	"

LINSEED continues quiet at Rs. 6 3 per cwt. WHEAT is steady at Rs. 37 to Rs. 38 for White, Rs. 35 to Rs. 36 for mixed, and Rs. 31 to Rs. 32 per candy for Red.

FREIGHTS are firm but extremely quiet, the quantity of cargo now going forward being limited. For Liverpool by steamer we quote £1-17-6 to £2 and by iron sailing ships £1-18-9 to £2 per ton. For Trieste £1-18 9, payable here, is the current quotation.

PIECE GOODS are unaltered in every respect. The continued strong accounts from home render sellers less anxious to accept lower rates and to that extent the market is firmer, but the demand is still small.

COALS are quite stagnant. No transactions have taken place and prices are quite nominal.

BOMBAY BILL AND STOCK LIST.

BANKS.

Banks.	No. of Shares.	Nomi. Value p. sh.	Paid up.	Last D vi dend.	Cash. Rates per Sha e.
		Rs.	Rs.	p. a.	
Agra Bank	100,000	100	all	6 p.ct	110
Bank of Bengal	40,000	500	all	do. do.	700
Bank of Bombay	20,000	500	all	10 do.	710
National Bank of India.	10,000	500	all	3 do.	108
Bank of Madras.....	60,00	250	all	10 do.	670

LAND COMPANIES.

Colaba Land Co. (New).	3,948	2,000	all	25	955
Frere Land and Pier Co. Limited.....	7,500	150	all	..	160
Manogon Land	1,750	2,000	1,000	20 p. s.	660
Fort Canning Land Company. Limited.....	6,000	1,400	all	10 do.	240

RESS COMPANIES.

Akbar Cotton Press Co..	150	5,000	2,850	150 p.s.	1,700
Albert Co., Kurrachee..	200	2,000	1,100	150 do	135
Albert Ginning Co.....	100	500	all	18 p.c.	650
Apollo Press Co.....	750	2,750	2,200	32 p.s.	410
Bellary	175	1,000	all	60	720
Berar Company (New)...	155	500	all	40 p.s.	450
Indian Press Co.....	1,000	350	all	42 do	223
B each Cotton Co.....	400	250	all	10 do	80
Carwar Co.....	1,000	1,500	all	75 do	675
Colaba Press Co.....	500	1,850	all	170 do	520
Dhollera P. and G. Co..	500	300	all	15 do	225
East India Press Co....	352	1,000	all	100 do	870
Fort Press Co.....	50	8,500	8,250	50 do	1,200 xd.
French Press Co.....	300	500	all	35 do	310
Imperial Press Co.....	1,150	..	1,400	100 do	300
Mofussil Press and Ginning Co.....	3,125	400	350	25 do	355
Prince of W. Press.....	120	..	1,500	250 do	455
Sassoon's Press Co.....	600	500	all	50 do	390
Scinde Press Co.....	400	850	750	67½ do	480
Scinde & Punjaub Cotton Press Co., Ld....	100	1,000	925	165 do	1 100
Victoria Cotton Gin and Press Co.....	150	850	all	12 p.c.	600 nl.
Volkart's United Press Co.	450	1,000	1,000	75 p.s.	650

SPINNING AND WEAVING COMPANIES.

Alexandra S. and W. Co.	750	1,250	all	50 p.s*	1,225
Alfred Mills Co.....	250	1,000	1,000	80 p.s.	1,100
Alliance Spinning.....	500	2,500	all	125 p.s.	2,425
Anglo-Indian S. and W. Company	30,000	100	90	..	80
Bhownuggur M. and P. Company	300	2,000	..	40 p.s.	1,575
Bombay United.....	900	1,000	all	60 p.s*	1,160
Bombay Hemp and Jute Mill Company.....	2,000	300	all	..	275
Broach Mills	1,800	120	all	10 p.s*	142½
Colaba S. and W. Co. ..	900	1,000	all	40 p.s*	9 5
Coorla S. and W. Co....	1,000	1,000	all	..	1,035
Central India S. and W. Company	2,500	500	450	..	680
Dharumsey Spinning	3,000	2,000	all	50 p.s*	1,150
Fleming S. and W. Co...	1,500	1,250	all	50 p.s*	1,255
Great Eastern.....	1,400	1,000	all	80 p.s*	1,390
Hindustan S. & W. Co..	875	1,000	all	40 p.s.	1,105
Hydrabad S. and W. Co.	700	1,000	1,00	..	930
Jewraj Balloo Mills	750	1,000	all	55 p.s*	1,060
Khandesh Spinning	750	1,000	all	60 p.s*	1,240
K. Muccunjee S. & W. Co.	1,000	1,000	all	30 p.s*	975
Madras Spinning	300	1,250	all	Nil	1100
Madras U. Spinning....	425	1,000	all	80 p.s*	1,520
Manchester & Bombay S. and W. Co.	30,000	50	50	..	47½
Mandvie S. and W. Co...	500	1,000	all	..	430
Manockjee Petit's.....	2,500	1,000	all	100 p.s*	1,370
Morarjee Spinning	1,043	1,000	all	75 p.s*	1,370
Mazagon S. and W. Co..	2,000	5,000	..	..	315
National S. and W. Co. of India.....	950	1,000	all	..	985
Neriad S. and W. Co....	400	1,000	all	..	925
Nicol Press Manufacturing Co., Ld.....	600	2,000	all	..	950
Nursey S. and W. Co....	2,500	400	all	..	395
Oriental	1,000	625	all	50 p.s*	805
Prince of Wales Spinning	600	1,250	all	..	1,280
Sassoon S. & W. Co.....	1,500	1,000	all	..	950
Soondersdas Spinning ..	660	1,000	all	50 p.s.	9.0
Do do. ½ Share..	500	1,000	250	125 p.s.	200
Shalopoora S. and W. Co.	500	1,000	all	..	1010
Victoria Mills	350	1,000	all	..	750

*For Share for the half-year.

RAILWAY COMPANIES.

G. I. P. Railway Consolidated Stock.....	..	£20 218	2 0 5	p. c.	272
Do. New £20 shares....	..	£20 13	0 14 6	do.	26
Ditto	..	£20 6	5 7 3	do.	72
Ditto	..	£20	2 11 3	do.	52
B. B. and C. I. Ry. ...	..	£100	1 0 0	do.	1,100
Do. New Shares. ...	..	£18	19 6 9	do.	240

MISCELLANEOUS.

Bombay Burmah Trading Corporation	1,000	2,500	1,500	20 p.s.	1,960
Bombay Gas Company..	10,000	50	all	7½ p. ct	85
Bombay Saw Mills Co...	600	1,000	all	80 p.s.	650
Landing and Shipping Co. of Kurrachee, Ld.	550	500	300	35 p. s.	275
Malabar Company, Ltd..	1,250	200	160	7½ p. c	7
Mechanics' Buildings Co.	1,000	500	all	p. s.	25
Treacher and Co.	1,990	500	all	11 p. ct	455 xd.
Vigna Patent Slip Co..	3,000	250	all	6 p. s.	33

GREAT INDIAN PENINSULA RAILWAY.

Statement of Traffic for the Week ending 9th June, 1877.

Open 1,288½ Miles.	Rs.	a.
Coaching	88,066	5 6
Merchandize.....	4,86,460	0 0
Telegraph.....	1,140	0 0
Municipal Trains	447	8 0
Total Rs	5,76,513	13 6

Corresponding week last year open 1203½ Miles	Total Rs.....	4,4 ,835	9 8
Increase		1,35,678	3 10

SHIPPING INTELLIGENCE.

THE BARQUE UNION, 311 tons, Captain A. Poibout, will sail to-day for Calcutta, with a cargo of 13,893 Indian maunds salt.

THE S. S. PEARL, 366 tons, Captain W. McGregor, arrived in harbour yesterday from Coast and Carwar with a cargo of cotton, and two deck passengers.

THE SHIP JALAWAR, 635 tons, Captain J. Davies, will sail to-day for Havre, with a cargo of 200 bales cotton, 13,378 cwts rapeseed, 168½ cwts. coir yarn, 480 cwts horns, and 813 bags coffee.

THE B. I. S. N. Co's. S. S. PUTTIALLA, 494 tons, Captain Henderson, arrived in harbour yesterday from Persian Gulf via Kurrachee with a general cargo and the following passengers:—Nawab Man Najaj Khan, Mr. G. C. Slight and three servants, Lieut. Mansfield, Lieut. Hogg, Captain H. W. Clarke, Mr. and Mrs. Beck, Mr. Baker, Mr. G. Azvedo, Mr. Bawdalle and servant, and seventeen deck passengers.

THE following is a list of passengers per s. s. Hydaspes, which sailed from Calcutta on the 13th inst.:—For Madras.—Hon. G. G. Morris. For Melbourne.—Mr. W. Mackenzie. For Southampton.—Major Austin, Mr. J. T. Southey, Mr. A. Spicer, Mrs. Pland and 2 children, Mr. Alexander Mitchell. Mr. D. Longgair, Mr. Blair, Mrs. H. E. Bondi, Mrs. Pearson and 2 children, Mr. J. Duncan, and Mr. W. Rowntree.

ARRIVALS.

June.	Vessels.	Commanders.	From.
15	Puttialla (s)	Henderson ...	Bussorah, May 30.
	Pearl (s).....	McGregor.....	Carwar, June 13.

DEPARTURES.

June.	Vessel's.	Commanders.	Destinations.
15	Sarah Scott	Estall.....	Dunkirk.
	Zambesi (s).....	Symons	Southampton.

The following vessels obtained their port clearances yesterday:—
Ship Jalawar, Davies, to Havre.
Barque Union———, to Calcutta.

The Marina, to Liverpool, was entered out for loading yesterday.

CALCUTTA.

June. ARRIVALS.

11 Glamorgan (s).....	Buck	Bombay, June 2.
Grandee	Shillaber	New Yourk, Dec 2.
Privateer	Cox	New York, Feb 2.
Morning Star	Earle	Liverpool, Mar 3.
Ariadne	Hilton	Bombay, May 23.

June. DEPARTURE.

11 A ship (name undistinguishable).

PASSENGERS.

Per Grandee—Mrs Shillaber and Mr Shillaber.

VESSELS SPOKEN.

By Ariadne—Pathe Selem in Lat 18 N, Long 85·10 E.
By Glamorgan—Ship Shahpore at the Sandheads.

MILITARY INTELLIGENCE.

ARRIVALS.—JUNE 13.

Radcliffe, Lieut, Bombay Comst Dept, on duty, from Poona.

JUNE 14

Smith, Lieut, Bombay R A, on duty, from Aden.
Gordon, Major, Bengal Asst Adjt Genl H C, on duty, from Bolarum.
Thacker, Col, Bombay Supt of Army Clothing, from leave, from Mahableshwar.

JUNE 15.

Mansfield, Lieut, Bombay 83rd Regt, on duty, from Kurrachee.
Hogg, Lieut, Bombay 8 h Bind Horse, on duty, from Jacobabad.

DEPARTURES.—JUNE 15.

Dun, Col, Madras 6th Infantry H C, on furlough, to England.
Smith, Lieut, Bombay R A, on duty, to Neemuch.
Mansfield, Lieut, Bombay 83rd Regt, on duty, to Poona.
Radcliffe, Lieut, Bombay Comst Dept, on duty, to Baroda.
Gordon, Major, Bengal Asst Adjt Genl H C, on duty, to Aurungabad.

MADRAS GOVERNMENT ORDERS.

(*Fort St. George Gazette*, June 12.)

The Hon W Hodleston, Temporary Member of Council, took his seat this day, under the usual salute, as an Ordinary Member of the Council of the Governor of the Presidency of Fort St. George, pursuant to his appointment by Her Majesty the Queen Empress of India, under the provisions of 32 and 33 Vic, c 97, s 8.

The Hon D F Carmichael to be Chief Secy to Govt.

The services of Capt E G Baines, Acting Superint of Police, Bellary, are, at his own request, replaced at the disposal of the Military Depart from and after the cessation of famine in the Bellary District.

REVENUE DEPARTMENT.

Mr R W Morgan, Deputy Conservator of Forests, North Coimbatore Division, three months' privilege leave.

Captain D V Shortland, R A, on Famine Duty, Bellary District, for two months, on medl certificate.

Mr C G Master to be Secretary to Govt, Rev Depart.

Mr J G Firth, Tahsildar of Bellary, to be a Temporary Special Duty Collector in the same District, until further orders.

Mr E G Ricketts, Deputy Collector, Tanjore, has been granted an extension of four months' leave on sick certificate.

MILITARY DEPARTMENT.

Colonel E J Lawder, Staff Corps, is permitted to reside and draw pay in Europe.

Captain A C Smith, R E, Ex Engineer, is permitted to proceed to Europe on furlough on private affairs for twenty months, with the necessary subsidiary leave.

The following promotion is made:—

Capt W H Sheffield, having completed twenty years' service, to be Major, Madras Staff Corps, from the 12th June.

With reference to notification in the Judl Dept, dated 8th inst, the services of Capt R G Briggs, Infantry, are replaced at the disposal of the Commander-in-Chief from date of his relief from civil employ.

Capt C H A Gower, Assistant Commissioner, British Burmah, is permitted to proceed to Europe on furlough on private affairs for two years.

Lieut-Col A T Searle, Superint and Agent for Army Clothing, is granted privilege leave of absence for sixty days, Major R C Rudd, in charge of Pensioners at Madras, performing the duties of the appointment on the responsibility of the former officer.

His Grace the Governor is pleased to appoint Lieut A J English, 14th (King's) Hussars, to be an extra Aide-de-Camp on His Grace's Personal Staff, vice Capt R Garth, who is permitted to resign at his own request. With reference to the above G O, the services of Captain R Garth are replaced at the disposal of the Commander-in-Chief.

His Grace the Governor in Council is pleased to make the following appointment:—

Mir at Wm Cooke, Staff Corps, to officiate as Sub-Assistant Commissary-General, 2nd Class, during the absence on furlough to Europe of Colonel J P Watts, Deputy Commissary-General, or until further order.

G O G No 842, dated 29th Dec 1876, replacing the services of Colonel F Fischer, Royal (Madras) Engineers, at the Disposal of the Gov Gl, is cancelled, with reference to notification in the Public Works Department of this date.

MOVEMENTS OF TROOPS.

The following movements are ordered:—

ROYAL ARTILLERY.

B Battery, C Brigade, R H A, from Secunderabad to Bangalore.
C Battery, C Brigade, R H A, from Bangalore to Secunderabad.
No 2 Battery, 5th Brigade, R A from Secunderabad to Tonghoo.
No 4 Battery, 5th Brigade, R A, from St Thomas' Mount and Fort St George to Rangoon.
No 6 Battery, 6th Brigade, R A, from Rangoon to St Thomas' Mount and Fort St George.
No 7 Battery, 6th Brigade, R A, from Tonghoo to Secunderabad.
A Battery, 9th Brigade, R A, from Secunderabad to Kamptee.
C Battery, 20 h Brigade, R A, from St Thomas' Mount to Bangalore.
D Battery, 20th Brigade, R A, from Bangalore to St Thomas' Mount.
G Battery, 20 h Brigade, R A, from Kamptee to Secunderabad.

BRITISH INFANTRY.

1-21st Foot, from Rangoon to Secunderabad.
43d L I, from Cellary to Fort St George.
44th Foot, from Secunderabad to Thayetmyo and Tonghoo.
45th Foot, from Bangalore to England.
67th Foot, from Fort St George to Bangalore.
88th Foot, from Thayetmyo and Tonghoo to Rangoon.
A Regiment, from England to Bellary.

NATIVE CAVALRY.

1st L C, from Secunderabad to Saugor and Jubbulpore.
2nd L C, from Kamptee to Secunderabad.
3rd L C, from Saugor and Jubbulpore to Bellary.
4th L C, from Bellary to Kamptee.

SAPPERS AND MINERS.

I Co, Sappers and Miners, from Bangalore (at present Secunderabad detachment) to Fort St George (Madras, Nellore District).
K Co, Sappers and Miners, from Secunderabad to Bangalore.

NATIVE INFANTRY.

2nd N I, from Bolarum to Secunderabad.
3rd L I, from Secunderabad to Kamptee and Hoshangabad.
4th N I, from Moulmein and Tonghoo, to Bangalore.
6th N I, from Thayetmyo to Trichinopoly.
7th N I, from Vizagapatam to Berhampore and Sambulpur.
9th N I, from Cannanore to Secunderabad.
15th N I, from Andamans to Trichinopoly.
17th N I, from Tonghoo to Vizianagram.
19th N I, from Trichinopoly to Cannanore.
22nd N I, from Kamptee and Hoshangabad to Thayetmyo.
23rd N I, from Bangalore to Andamans.
25th N I, from Cannanore to French Rocks.
29th N I, from Secunderabad to Vizianagram.
30 h N I, from French Rocks to Cannanore.
31st N I, from Raipore to Moulmein and Tonghoo.
34th L I, from Madras to Bangalore.
35th N I, do do to Kamptee to Raipore.
36th N I, from Bangalore to Mysore.
38th N I, from Trichinopoly to Secunderabad.
41st N I, from Vizianagram to Tonghoo.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After packet.
United Kingdom	June 23	3-30 P.M.	4-30 P.M.
Kurrachee	" 16	8-0 A.M.	9-0 P.M.
Persian Gulf via Kurrachee.	" 20	1-0 P.M.	2-0 P.M.
China	" 25	3-0 P.M.	No after
Australia	" 23	3-0 P.M.	p cket.
Mauritius and Reunion	" 29	3-30 P.M.	4-0 P.M.
Zanzibar, &c.	" 29	3-30 P.M.	4-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. & O.S.N. Company leave Bombay every *Friday* soon after 5 P.M., and the following are the hours for closing the Mails:—

Letters will be received at the General Post Office up to 3-30 P.M.

Newspapers, Books, and Patterns up to 1-30 P.M.

Registered Letters up to 1 P.M.

Registered Letters, if fully prepaid together with an extra fee of 2 annas, will be received at the General Post Office between 1 and 3 P.M.

Late letters, if fully pre-paid by means of stamps in respect both of postage and of the *late fee* (2 annas each), will be received at the Wellington Pier Post Office from 3 30 to 4-30 P.M.

The latest hour for posting ordinary Overland covers at the several Branch Post Offices will be 3 p.m. and registered letters at 1 p.m.

Fully pre-paid letters will be received on board the Overland Mail Steamer after 3 p.m. and up to starting time (5 p.m.) by the payment of an additional fee of 4 annas. All others will be refused.

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded via Brindisi, to the United Kingdom, or Union countries served through the United Kingdom, are as follows:—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Pattern Packet or Printed Papers, per two ounces, 2½ annas.

Covers not marked for any particular route will, as a general rule, be sent by the route which stands first in the Schedule except where there is quicker despatch by some other route or where the first route may require the compulsory prepayment of a higher rate of postage than has been prepaid or where the amount of postage paid may leave no doubt as to the route intended.

The postage chargeable on letters sent to the Union countries mentioned below is as follows:—

	per ½ oz. As. Pies.
Germany, Austria, Hungary, Belgium, Denmark, Egypt, Spain, United States of America, France, Greece, Italy, Luxemburg, Norway, Portugal, Roumania, Turkey, Russia, Servia, Sweden Switzerland	5 0

CHINA MAILS.

China Mail Steamers will leave Bombay as follows:—

	4 P.M.
Monday.....	June 25
Monday	July 9

ZANZIBAR, MOZAMBIQUE, DELAGOA BAY, NATAL AND TABLE BAY, *VIA* ADEN.

Friday ..... July 29

QUEENSLAND, SYDNEY AND MELBOURNE.

Via Singapore and Torres Straits,

Monday ..... July 9

POSTAGE ON LETTERS TO AFRICA.

Under a Treasury Warrant received from Her Majesty's Post Master General, the postage on letters from India to Mozambique, Delagoa Bay, Natal, the Cape of Good Hope, the Great Comoro, Mayotta, Nossebe and Majurga, forwarded via Bombay to Aden and conveyed thence by the British India Steam Navigation Company's and Union Steam Ship Company's packets, is increased from 4 annas to 8 annas per half ounce.

Pre-payment in full by this route will continue to be compulsory, and additional postage will be levied on delivery at destination of covers addressed to Mozambique, Delagoa Bay, the Great Comoro, Mayotta, Nossebe and Majurga.

Letters can be registered for transmission by this route for Natal and the Cape of Good Hope only, the registration fee being 4 annas per cover.

Packets of Newspapers, Books, and Patterns can be sent by this route to Mozambique, Delagoa Bay, Natal and the Cape of Good Hope, at the rate of 2 annas per every four ounces, prepayment compulsory.

MAILS FOR KURRACHEE.

The B. I. S. N. Company's Contract Steamers will be despatched from Bombay to Kurrachee twice in a week, viz, every Wednesday and Saturday..... June 16

For Sale at this Office.

MAPS OF THE SEAT OF WAR.

No. I.

COLOURED MAP OF TURKEY IN EUROPE WITH BESSARABIA.

Size 20½ by 13½ inch.

PRICE—MOUNTED ON CLOTH, RUPEE 1-6, WITH ROLLERS, Re. 1-8.

No. II.

MAP OF TURKEY IN ASIA.

Size 23½ by 16 inch.

	Rs.	a.	p.
PRICE—To Subscribers to this Journal...	0	4	0
To Non-Subscribers	1	0	0
Mounted on Cloth	8 As. extra.		
" " with Rollers.	10	"	

Subscribers are entitled to have one Copy only of this Map at 4 annas.

*** It will prevent possible mistakes, if, in ordering one or other of our War Maps, the order specifies them as No. I. or No. II.

METEOROLOGICAL OBSERVATIONS.

GOVERNMENT OBSERVATORY, COLABA.
BOMBAY, June 14th 1877.

Means of observations taken at 8 a.m., 10 a.m. 2 p.m., 4 p.m. and 10 p.m.

Barometer corrected 32 deg. Fah	29 735
Temperature of the Air.....	86·4
Wet Bulb Thermometer.....	80·5
Dew Point	78·6
Relative humidity of Air	·781
Extent of cloudy sky (the whole sky clouded=8).	6·0
Maximum temperature of air (read at 6 p.m)	92·0
Minimum do. do. (read at 9-30 a. m.).	80·0
General Direction of wind	ESE, SE, SSE, S, SSE, NE, N, WNW, NW, ESE, SE, S-E.
Movement of wind in 24 hours	351
Fall of Rain	0·76
Total fall during month.....	1·09
" " year	1·85

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL VIA CANAL.

2114 Guy Mannering (s), Mann—W. Nicol & Co.
1452 Macedonia (s), Laird—W. and A. Graham & Co.
865 Marina (s), Ramsay—W. & A. Graham & Co.
863 Queen of Cambria, Parry—Cowasjee Dinshaw & Co.
1342 Trinacia (s), Hutchinson—W. and A. Graham & Co.

FOR LIVERPOOL.

1815 Ellen Bates, Thornton—E. Bates & Co.
1117 Helen Scott, Goldsworthy—Ritchie, Steuart & Co.
1470 Knight Companion, Yeo—J. Souter.
1788 Thomasina MacLellan, Gibb—Finlay, Muir & Co.

FOR HAVRE.

1234 Algonquin, Grer—Killick, Nixon & Co.
635 Jolomar, Davies—N. Manockjee & Co.
199 Lalla, Vance—The Captain.

FOR BREMERHAVEN.

679 Antofagasta, Hilliday—W. Nicol & Co.

FOR LONDON.

1020 Carpiglia, Smith—Finlay, Muir & Co.
499 Stockbridge, Lane—G. Willie & Co.

FOR FALMOUTH.

1189 Marathon, Jones—Geo Lockhart & Co.
913 Serica, Mathews—The Captain.

FOR CALCUTTA.

343 Forest Grove, Pearson—W. Nicol & Co.
2746 Lowndes (s), Hall—P. and O. Co.
1116 Lord Edlington (s), Blair—The Captain.
1242 South Minister, Mc'ee—The Captain.

FOR VENICE.

406 Sumatra (s), Anderson—Mail's, 22nd June.

FOR HONGKONG.

1133 King Richard, Nelson. David Sassoon & Co.

FOR TRIESTE.

705 Sphinx (s) Zurich—A. Lloyd's Co.

FOR SINGAPORE.

1119 Gamecock, Hardy—W. Nicol & Co.

FOR AUSTRALIA.

904 Avoca (s), Fentiman—P. and O. Co.

FOR KURRACHEE VIA PERSIAN GULF.

821 Virginia Schiffizzi (s), Anderson.

FOR DUNKIRK.

782 St. Andrew, McLan—The Captain.

NOT FIXED.

1296 Almora, Evans—Killick, Nixon & Co.
1588 Alexander Yeats, Dunham—Finlay, Muir & Co.
1287 Annot Lyle, English—H. F. Soares & Co.
1378 Atmosphere, Wright.
10 2 Berteaux, Post—The Captain.
1276 Benefactor, Sheldon—Finlay, Muir and & Co.
1492 British Princefs, Johns—F. Scott & Co.
1555 Cumberland, Farquhar—The Captain.
431 Crea, Coombs—Farnham & Co.
486 Chiltern (s), Brisco.
720 Dunphalls Castle, Hilder—Finlay, Muir & Co.
1111 Egbert (s), Williams—The Captain.
1468 Earl Carvill, Presdergast—G. Wyllie & Co.
343 Flying Cloud, Williams—Sir C. Forbes & Co.
1253 Golconda (s), Seaton—P. and O. Co.
1080 Gladinorwig, Lewis.
130 Hercules (s), Allen.
1358 Mornington, Roberts—Owen and Okell.
933 Norfolk, Horn—W. Nicol & Co.
1119 Orissa (s), Seaton—P. and O. Co.
598 Rebenany, Milne.
254 Serendib (s), Vanafr.
782 St Nichols, Hill—The Captain.
1413 Tobique, Davis.
1403 Tanjore (s), Almond—P. and O. Co.
1293 Winged Hunter, Panno—The Captain.
943 Zimi, Jenkins—Wallace & Co.

COUNTRY TRADERS.

534 Bushire Merchant, Nacoda.
91 Emambi, Nacoda.
310 Fathe Sultan, Nacoda.
155 Keerata Roodrin, Nacoda.
60 ShahJehan, Harwood—H. A. Noor Mahomed.

ROYAL NAVY AND BOMBAY MARINE.

709 Arab, Broughton.
874 Abyssinia (s), 4, James—(Harbour Defence.)
309 Hugh Rose (s), 3, Downing.
1107 Magdala (s), 4, James—(Harbour Defence.)

HIGH COURT.—16TH JUNE.

(Before the Honourable the CHIEF JUSTICE and the Honourable SIR CHARLES SARGANT).

Appeals for hearing and final disposal on Commissioner's Report.

586-74—Hearn and Cleveland—The Great Indian P R Co vs A H Nawab Shah J. han—Jefferson and Payne—Begum of Bhojal—Par. heard.

(Before the Honourable MR. JUSTICE GREEN.)
LONG CAUSES.

718-76—Rimington, Hore and Langley—Pittambar Vanarsey vs Pandal Poonumchund—Jeffries n and Payne.
826-76—In person—Begum Sahiba Shahabodin bin Shaik &c.
699-76—Rimington, Hore and Langley—Rajee Haron Ada vs Tricomdass Lowjee and others—Fletcher and Smith.

(Before the Honourable MR. JUSTICE ATKINSON.)
LONG CAUSES.

323-75—Fletcher and Smith—Haji Mahomed Hajee Joosub vs Hajee Esmael Hajee Habib and others—Macfarlane and G—Part heard.
851-76—Jefferson and Payne—Moolnajee S Aldool K N and others vs Ezoba Damodhur—Rimington, Hore and Langley.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS TWO RUPEES. THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BOMBAY.

DEATH.

DAVER—June 15th, at Bhimjeebhoy Bonesetter's Lane, Fort, Pestonjee Nowrojee Daver, aged 61. His remains will be carried to the Towers of Silence this morning at 7 a. m. Deeply regretted by a large number of relations and friends.

OTHER PRESIDENCIES.

BIRTHS.

EAGON—June 10, at Ootacamund, the wife of Mr. John Eagan, of a son.

KELLIE McCALLUM—June 9, at Ootacamund, the wife of J. D. Kellie-McCallum (late Lieut and Adjutant 79th Q. O. Cameron Highlanders), of a daughter.

All MONEY ORDERS, CHEQUES, and other Remittances sent to this office should be made payable to the "Proprietor of the *Bombay Gazette*."

The Bombay Gazette

SATURDAY, JUNE 16, 1877.

WHAT can have been the motive that tempted Dr. Blaney to read his mischievous speech or essay on the drainage of Bombay at last Tuesday's meeting of the Town Council? Professing suddenly to have become a convert to the faith, which previously he had always rejected and ridiculed, in the advantages of employing the agency of water to carry away the sewage of this city through underground drains, he nevertheless devoted himself for a good half hour to the task of overwhelming the advocates of sewers in the stream of his too copious rhetoric and proving to the best of his ability that this system of removing night-soil has already failed in the district of Bombay in which it has been tried, and is predestined to fail generally throughout the city. It was only towards the end of his address that he seemed to remember it was his cue to support a drainage scheme; and he then amused the Council by proclaiming himself the advocate of a scheme of visionary perfection, which, even if it could be realized by human skill, would be too costly to be attempted by the Municipality of Bombay. The effect, if not the intention, of this suggestion that any thorough and wholesome system of drainage would burden the finances of the city with a debt of perhaps two millions sterling, has been to alarm those ratepayers who would rather endure the nuisances they have than pay new taxes for the sake of getting rid of them; and Dr. Blaney may congratulate himself on having done all that in him lay to obstruct the passage of any drainage scheme through the Council and the Corporation. The intense bitterness of spirit he showed in railing at people who were so foolish as to imagine that the introduction of a system of sewers into Bombay can possibly benefit the public health betrayed a prejudice which all his effusive assertions of zeal for the public interest cannot hide; and it is impossible to avoid the suspicion that he has not yet forgiven the Town Council for having unce

LATEST INTELLIGENCE

[REUTER'S TELEGRAMS.]

(By Red Sea Cable.)

ENGLAND, RUSSIA, AND THE SUEZ CANAL.

LONDON, JUNE 15.

In the House of Commons last night, Sir Stafford Northcote, in answer to a question, confirmed the report that Russia had declared she would neither blockade, interrupt, nor menace the navigation of the Suez Canal.

Sir Stafford said that no answer had yet been received from the Porte or the Khedive to Lord Derby's despatch on the same subject.

THE TURKISH PRESS ON THE PEACE RUMOURS.

The Constantinople Turkish papers, in commenting on the peace rumours, are altogether opposed to peace.

STEAMER MOVEMENTS.

SUEZ, JUNE 14.

The B. I. S. N. Company's steamer Chyebassa, outward bound for Calcutta, &c., left here to-day.

LONDON, JUNE 14, AFT.

The Liverpool Cotton Market closed strong. Surats strong.

The London Cotton Market has been active.

Fair Dhollera ..... 5¾.

The Manchester Market has been firm.

Exchange on India, ... 1/8¾.

4 per cent Rupee Paper ..... 84.

4½ per cent. do. ..... 84.

5½ per cent. do. ..... 88.

3 per cent. Consols for account ..... 94⅞.

5 per cent French Rentes, 1872..... 104½.

Bar Silver ..... 53¾.

The Bank of England return for the week ending yesterday show the following results:—

Reserve of Notes....£12 100,000.... Inc. £700,000

Bills Discounted....£18 700,000.... Dec. £700,000

Bullion .....£25,800,000.... Inc. £600,000

The proportion of the Reserve to the Liabilities is 44 7 16.

LINE REPORTS.—JUNE 15.

Cable right to Fao. Turkish line right to Persian line interrupted beyond Tufis.

WEATHER REPORTS.—JUNE 15.

(Madras Time.)

CANNANORE, 5-25 P.M.—Weather fair, wind S. E., ther, 83. bar. 29·93.

CANARA, 5 P.M.—Weather fine showery, wind southerly 2 to 4, ther. 83, bar. 30·3. Fall of rain 47 cents.

MANGALORE, 5·55 P.M.—Weather cloudy, wind S. E., S. W. Fall of rain 65 cents.

TUTIC RIN. 5 P. M.—Weather fair, wind S. W., ther. 94, bar. 29·89.

VINGORLA, 5 P.M.—Weather cloudy, wind S. W. moderate, ther. 90.

OUR latest news from Khelat is that His Highness, on receipt of certain communications from Cabul, had very nearly lost his head and openly defied us—to say he must go sooner or later is a pretty certain prophesy. Captain Wylie appears to have thought his camp at Khelat might be attacked. The Khan's people tried to tamper with some of the Afghans belonging to his company 1st Punjaub Infantry, part of his escort. The men refused to listen, and reported the matter. Major Sandeman of course keeps away safe at Shalkot with the main body of the force. We fancy the Khan is by now rather sorry he showed his hand so prematurely, for it is evident that the Dooranee and more respectable Afghans generally are on our side. Major Sandeman's friends appear to think the situation is *critical*, but if that distinguished officer has the brains and spirit of a mouse, it is not easy for anything to go very wrong. Nevertheless the garrison of Shalkot should be strengthened, and by European troops if possible.

A NUMBER of complaints have sprung up out of the occupation of Khelat with respect to the inconsiderate treatment shown by Government to the British officers and men who are despatched to that inhospitable region. When Captain Wylie proceeded thither with a company of infantry and a troop of cavalry he got the thanks of Government for escorting Major Sandeman. Is it true that after Major Humfrey, of the Sind Frontier Force, took a large force to Khelat, no notice was taken of his expedition, although it was as trying a one as a European could be engaged in. During the eight months Major Humfrey commanded the escort not a complaint was made by any of the inhabitants against his men; and there can be little doubt that the good conduct of the Sind force was one of the causes of Major Sandeman's success in settling affairs with the Khan. Perhaps the circumstance that the services of the officers and men of the Sind force have been ignored by the Government of India is an oversight; but such mistakes, where arduous and good service is concerned, leads to some dissatisfaction, and people do say that the Punjab military forces find a favour in Major Sandeman's eyes which it is needless for Sind military forces to expect. We notice in the *Civil and Military Gazette* another complaint in connection with the Khelat forces. "Civilian" writes as follows to our contemporary on what he calls "The Sappers' March to Quettah":—"A few days ago a paragraph in your journal scoffed at the notion of British troops being detained by the heat. The authorities at Simla appear to have agreed with you, and (after halting them for the last cool days at Mooltan) the order went forth which sped on their fiery course to Quetta from Bengalees boys totally unacquainted with the country and the language, a young doctor, six non-commissioned officers just from home, and a small party of native Sappers across sandy wastes and bare hills, without shade or water, at the very hottest season of the year. The result up to the present has been the loss of as promising a young officer as the service contained, for those who knew Lieutenant Hobday, his pleasant young English face and genial manners, cannot doubt that the intense heat and anxiety of the march must have bereft him of reason ere he could thus miserably terminate his existence. I say anxiety also, for it is well known that the party although so small a one and coming from a depot like Roorkee, was wretchedly equipped, not even a map or a compass among the officers nor so much as a water tin among the men. We all cherish the belief that no ordinary obstacle will stop our soldiers when occasion requires, but it was no sudden emergency that called for the services of these men, nothing, in fact, that a little ordinary foresight could not have provided against some months ago, and a young and promising life have thus been saved to his country."

ELSEWHERE we publish the Chamber of Commerce's memorial to the Marquis of Salisbury on the vexed Rajpootana Railway gauge question. On the 11th instant the memorial was forwarded to the Bombay Government, and also to the Private Secretary. What views Sir Richard Temple takes on the subject are still unknown, although it is hoped that he may, in view of the altered conditions of the Indian Railway system since he wrote his dissent upon broad gauges, see his way to support the views of the mercantile public of this Presidency. In forwarding the memorial to the Private Secretary, Mr. Gordon, the Secretary to the Chamber, said—"The Chamber which, with the exception of only one member, is, in common with the entire mercantile community, unanimous in its desire for the construction of this line on the standard gauge, directs me once more to express its earnest hope that His Excellency will, in the interests of this Presidency, support the prayer of the memorial, and urge the adoption of the standard gauge on H. M.'s Secretary of State, and on the Government of India."

YESTERDAY M. De Coutouly, the special correspondent of the *Temps*, who came out to India fully eighteen months ago to report the Prince of Wales' tour, left by the mail, *en route* for Paris. Notwithstanding that this favourite writer on the Paris press has had his head injured by being thrown from a skittish horse at Dhopore, his uncle crushed almost to a pulp beneath a four-horse brake which overturned upon him, and his constitution injured generally by jaundice and sunstroke, he leaves India with quite an enthusiastic admiration for the brilliance and hospitality of its society. Thanks to him, Paris now knows more about India than ever it did before; and through articles in the *Revue des Deux Mondes* and a book which he contemplates publishing, he is likely to let them know still more of our inner life, so that there is a probability of the Anglo-Indian, whom the people of England have been educated to dislike, becoming a favourite character in France as *l'honnête vieux gentilhomme Anglo-Indien*.

WE understand that the Bombay and Baroda Railway Board have, with the sanction of the Secretary of State, accepted the tender of Messrs. Hopkins, Gilkes, and Co., for the supply and delivery at Bombay of the iron work for the Neebudda Bridge for the sum of £148,930. It is estimated that the erection of the bridge will cost upwards of £92,000.

HEAVY rain fell in Bombay last night, which lasted for about two hours, accompanied with thunder and lightning. It is satisfactory to note that the wind is veering round to the right quarter for bringing up the South-West monsoon

IT is satisfactory to learn that arrangements have been entered into,—on the urgent representations of the Indo-European Telegraph Co, —between the Governments of England and Turkey, for the protection, by the letter, of the Anglo-Indian cable during the hostilities between Russia and Turkey. As this line forms part of the Government lines of through communication between England and India, any damage which might cause its interruption would, of course, be a matter of serious inconvenience.

WE are informed that the Government of India have indented on the Home Government for the supply of twenty broad gauge locomotives for the Indus Valley Railway.

LETTERS lately received from Aden contain interesting accounts of the vigilant action of the Turks in the suppression of the slave trade. Not many days ago a bugalow, with a cargo of slaves, anchored at a place called Ras-al-Katub, about five miles from Hodaida, for the purpose of landing the slaves during the night. The appearance of the bugalow having been reported to the Muta Sarif, that functionary, whose suspicions were strongly aroused, set a strict watch on the vessel; during the night forty-two slaves in all were landed, seized by the police, and brought before the Muta Sarif, who promptly telegraphed to the authorities and received orders for their release. It is also reported that, on the recommendation of the Government of India and with the previous concurrence of the Sultan of Muscat, a British ship of war is about to proceed to Nusserah, where eighty Abyssinian slaves were successfully landed some time ago, and a considerable number sold. The object of the ship of war's visit is to enforce the authority of the Sultan in carrying out his engagements for the suppression of the slave trade, by imposing a fine upon the chief of the island. The fine, it is said, in this instance, will be merely nominal, and is intended more as a warning for future good behaviour than as a punishment.

IT appears that circumstances have rendered it necessary to postpone the organization which was being carried out for an archæological survey of Southern India.

WE understand that the question of the revision of the Pensien Rules of the Native Army is at present under the consideration of Government.

WE hear that the Text Books Committee having examined all the facts laid before them, have commenced the consideration of their report, and their deliberations are expected to terminate within the present month.

IT is announced that at the last examination for the two scholarships annually awarded by the Trustees of the Gilchrist Educational Trust to natives of India the place has been gained by Motilal Gupta, and the second by Asutosh Gupta. These gentlemen are, therefore, entitled to the scholarships. Three other candidates (Joseph Adie, W. P. Grant, and Conrad Pereira) have shown a degree of proficiency which would have qualified them for the scholarships, and are therefore honourably mentioned. The Latin subject for the examination in 1879 will be the Second Book of Livy.

IN discussing the contemplated changes affecting the political jurisdiction of Sind, the *Beacon* has some forecasts regarding the administrative status of Kurrachee:—"With regard to the town of Kurrachee under the new arrangements its grandeur will be diminished considerably. It will no longer be the capital of Sind; that position will be occupied, presumably, by Hyrabad in which place the Judicial Commissioner will, perhaps, transfer his Court and residence. There are many important towns, however, which will be in the new transfrontier Province, such as Sehwan, Larkhana, Shikarpore and Jacobabad, and they must preserve a connection with Kurrachee similar to that they already have. The removal of the Suddur Court of Sind to Hydrabad would be a very objectionable one to the officials concerned and to the members of the Bar, but whether the change would be absolutely necessary remains to be seen. There would, apparently, be no advantage gained by any change in the administration of the country; Kurrachee itself would be the chief town of the southern portion of the Frontier Province and would have direct communication with the Government of India, but its commercial intercourse with Bombay would remain the same now and, except that it would be without its resident Commissioner and shorn, therefore, of its social rank, as it were the mere fact of Kurrachee being cut off from Sind, would not affect its position in other respects. There is, however, the question of the jurisdiction of the Courts which seems to present some difficulties, unless the proposed changes are strictly confined to political rather than other considerations. That this is the case we can entertain no doubt, nor would any change be contemplated, but that the object the Government of India have in view is to confine the duties of its Political Agent or Resident, whatever title may be given him, as much as possible to frontier affairs which he would not be able to perform so well if he had entire province to administer. We may leave the matter for the present, merely adding that we shall be glad to open our columns to a discussion of the subject which is certainly one of much interest."

MISCHIEVOUS Burmans have already begun to attempt to upset the trains of the Irrawady railway. In the early part of last month, a Burman was taken up by the railway authorities on a charge of endeavouring to upset a train by placing a number of bricks on the rails. The mischief-maker stood near the rails to see what effect the stones would have on the train. He gave himself up quietly to the railway authorities, apparently unconscious of the consequences of his act.

THE Lahore paper calls the attention of the Director of State Railways, or whoever is responsible, to the constantly recurring breaksdown that take place upon the Punjab Northern State Railway, owing to the defective state of the locomotives employed upon that line. To begin with, the number of engines available for traffic purposes is grossly inadequate to the calls for locomotive power. The consequence is that they are literally worked to pieces. It is a well known fact that after an engine has run a given number of miles, it is absolutely necessary that it should be sent to the workshops for repairs; and that after a certain time, it becomes completely worn out. This appears to be quite disregarded on the Peshawur line, and necessarily so. The traffic has become so great, that if it is to be carried, every engine upon the Locomotive Superintendent's books has to be called into requisition, whether it is fit to run or not, and wear and tear have so completely done their work, that before long there must be a perfect deadlock. It was only the other day that the train starting at 7-15 p.m. for Jhelum was detained at Lahore, a terminal station, for three hours, because there was not an engine in the station-yard fit to take it out. Hardly a train goes out but its engine meets with some accident, and has to be tinkered up, and yet there seems to be no sign of any effort being made to supply new ones. It is strange how little the public comfort and convenience are considered by those who are responsible for the management of the Government railways in India.

DR. CULLIMORE, the Zillah Surgeon of Salem, has recommended an allowance of molasses and jaggery to be used in the different relief camps in the Salem district. It is said to prevent scurvy, to be fattening, and there is no doubt but it is cheap and palatable, and all the poor people are anxious to get it. There are three kinds of jaggery, obtained respectively from sugar cane, palmyra, and the cocoanut.

THE hat is still going round among the Mahomedan community in Bangalore, for contributions on behalf of the Turks. Upwards of Rs. 5,000 are collected monthly. The butchers alone subscribe about Rs. 200 weekly, the money being raised by tacking on an extra charge to the usual market price of beef and mutton.

BABU PRANKISTO BOSE, who absconded from Calcutta ten years ago, when it was discovered that he had embezzled Government money to a very large amount as treasurer of the Customs Department, and for whose defalcations Mr. Crawford, the Collector of Customs, was mulcted Rs. 10,000, has been arrested in the Punjab, and is now on his way to Calcutta in custody.

CONCERNING a reported deficiency in the Akyab Treasury, the *Rangoon Times* says—"It appears that Colonel Davies made over charge of the treasury on the 25th April to Mr. Mackay, C.S., who succeeded Mr. Roche who had died of cholera on the 14th idem. The cash was all turned out, the bags counted, and the treasure overhauled again, as usual on the 1st May, when all was found correct. Both officers being satisfied that the treasure was there, and the rupees in a large number of the bags (which were made of net) were counted by Mr. Mackay. The treasurer and his people no doubt thought there would be no more counting till the 1st of the next month, but as transfers had been made which posted Mr. St. John to Akyab and Col. Davies to Bassein; the latter officer made over temporary charge to Capt. Alexander and the treasure had to be counted on the 5th of May, when the deficiency of between 4,000 and 5,000 was discovered. The whole amount was, however, paid in by one of the Secretaries so that there was no loss to Government. Whether the treasurer or his people actually made use of the money intending to replace it before the end of the month, or whether the deficiency arose from errors in the accounts is not yet cleared up."

A REMARKABLE, but, as some would think, very sensible deviation from the arbitrary rule obtaining amongst clergymen, of preaching an original prosy sermon every Sunday, was made on Sunday morning last by the Rev. Mr. Shaw, of the Methodist Chapel, in Bangalore. Instead of preaching a sermon of his own, Mr. Shaw read the famous sermon by the Rev. John Wesley, on evil speaking and slandering, and announced his intention of doing so once in six months. Bangalore, it is said, is not without its *coteries* of mischievous gossips, and we think Mr. Shaw's example might be profitably copied by the pastors of churches in other stations.

MOONSHIE IMTIAZ ALI, one of the leading pleaders of Oude, has just sent a son of his, aged 18 years, to England. He is accompanied by an East Indian tutor and three natives of high respectability.

A BRAHMO-CHRISTIAN marriage took place at Calcutta on the evening of Saturday last. Baboo Tarra Ballov Chatterjee, attorney-at-law, a widower, aged about fifty years, was married to Miss Mary Bell, a young Christian lady, about twenty years old, at the Brahmo Somaj.

A LONDON correspondent writes to the *Indian Daily News*:—"I was present at one of Mr. Mapleson's Tuesday afternoon rehearsals the other day, and was astounded to see the Countess of Cardigan amongst the lady amateurs anxious for operatic distinction. Possibly her ladyship has no intention of taking the audience at Her Majesty's by storm, but there she was doing her best to qualifying herself. As far as I can pretend to be a judge, her chances of success are infinitesimal as compared with a young Irish lady, a Miss Doherty, who sang on the same day, and created a most favourable impression. There was another lady amateur whose chief recommendation was that she lives in Park Lane on means of somewhat doubtful origin."

A CURIOSITY in the shape of a clouded tiger cub has arrived in Calcutta. The animal is about the size of a panther, and is marked so peculiarly that it is called the clouded tiger. Each mark is on a large black square, with a lighter shade inside. The tawny coat of the animal is much softer in appearance to that of the ordinary tiger, and the tail is very much more bushy. It appears that twenty-one years have now elapsed since a similar animal was quite accidentally traced out, secured and brought to Calcutta. The only countries where it is supposed to be found are Assam and Sumatra.

SIR ARNOLD KEMBALL, in the reports last received from him, gives a most deplorable account of the Turkish armies in Asia Minor, which he represents as lacking everything an army should have, except courage and patience. Sir Arnold appears to anticipate that, as things were and still are, the Russian armies will not find any serious military resistance at all in Asia, and that the only real difficulties they will have to encounter are those of the country and the climate.

NUMEROUS protests have been received by the War Department from the officers in China against the reduction of their allowances, which has been effected to the extent of sixpence in every dollar by an autocratic stroke of the pen. The General-in-Command has also made strong representations on the subject to the Department.

Truth says:—"A new beauty has appeared upon the horizon of London. She is from the Channel Islands, and is the daughter of the Dean of St. Heliers. Mr. Millais was the troubadour who first told nations that she was beautiful, by offering to paint her portrait. 'Society' has gone mad over her. The other day, at a party, she was positively mobbed, and more than one duchess climbed upon a chair to gaze upon her. Since the advent of this beautiful heiress, all former social lions waste their dew drops on the desert air, and vainly roar; no one pays more attention to them than if they were common puppy dogs."

SOME characteristics of the cobra, related in the following letter, are worth noting, and it would be interesting to learn if they can be confirmed by the experience of others:—"Snakes are sadly too numerous in India. During the summer season they come out and are found on public roads and streets at night. When the rains set in, they enter houses, especially those that are old and not well plastered; therefore we hear of so many deaths from snakebites during these months. The greatest danger, however, is apprehended from the cobra. There is a peculiarity in its nature, that if its attention is turned towards any particular object, it is not easily diverted to other. The *mals* take advantage of this, and, when they wish to catch the cobra, they move a stick or some other object in its front with one hand and pass the other hand unobserved towards the back of the snake and then suddenly catch hold of it. It is in this way that they venture to exhibit before the public fresh-caught cobras. At night, a cobra will never leave a place if a light is placed before it. If any one walking with a light comes across a cobra, he has only to place the light before the snake in such a position that its attention may be drawn towards it, it will remain looking at the light, even throughout the whole night if it is left undisturbed. One may in the meantime escape. In our range of observation, I have succeeded in destroying about ten or twelve cobras in this way."

AN outbreak of prisoners at Rangoon Jail took place on May 29. The local paper says, "One prisoner broke the plank wall of his ward with one blow with an earthen jar. This jar had for long served the purpose of a latrine, and of course the authorities never suspected that it would ever be used as a weapon of offence. This ward was no sooner broken open than the prisoners rushed out, and arming themselves with broken pieces of planks, speedily smashed the locks of all the wards in their neighbourhood. The numbers thus set free soon increased to between 40 and 50 who, believing themselves to be invulnerable, straightway made for the workshop wall and attempted to break open the gate. This, however, was a task more difficult than they had apprehended. The news of the outbreak had meanwhile reached Mr. Dobson, who immediately hastened to the jail, and with a few peons and night watchmen entered it. He then seems to have realized the gravity of the situation, and being mindful no doubt of the cowardice displayed by the police at the outbreak in Moulmein, he deemed it prudent not to rely solely on them. Consequently he had to look for aid elsewhere. He, therefore, entered the European jail, told the European prisoners what had happened and asked them for assistance. They willingly responded to the call, and arming themselves with sticks, etc., which the Superintendent speedily provided, they marched out in a body with Mr. Dobson to quell the disturbance. The conspirators seeing such a formidable force coming after them, gave up the attempt to break out which, but for the promptitude of the Superintendent, might have proved successful. The ringleader in this attempt is an old offender. He was one of those who joined in the outbreak at Moulmein on which occasion he received a rather severe shot wound. The cowardice of the police there induced him to make a similar attempt here."

HER MAJESTY'S Government have approved the appoin ment of the Rev. J. H. Taylor, B.A., as a Junior Chaplain on the Bengal Establishment, *vice* the Rev. H. D. James retired.

THE Lahore paper says, that "there is a European traveller at Cabul just now, who is permitted by the Ameer to present himself at court. The rumour in the Cabul bazaar is, that the Ameer will resolutely hold out for a withdrawal of the British from Quettah before consenting to a reconciliation with them, but it is publicly said that Russian overtures for an alliance with Cabul have utterly failed."

Vanity Fair:—"It is not at all surprising that Lord Salisbury's minute on the Fuller case has caused so much excitement in India. The Secretary of State has succeeded in doing what might well have been imagined to be an impossibility—he has been even more indiscreet than Lord Lytton, the evil effect of whose hasty and ill-judged action in this matter cannot be adequately estimated by anyone who has not lived in India. From evil good sometimes comes, and we may hope that incidents of this kind may eventually lead to greater care being taken in the appointment of Indian Viceroys. It is as irrational to send to the Viceregal seat in Calcutta a man who has never lived in India, as it would be to send to Berlin an ambassador who did not understand a word of German. It is to be hoped, too, that the day is not far distant when some knowledge of the country over which he virtually rules shall be considered a necessary qualification of a Secretary of State for India."

RELIEF WORKS.

Bombay Castle, 13th June.

LETTER from the Superintending Engineer Southern Division, dated 4th June 1877. Requests the orders of Government, for communication to Executive Engineers, on the subject of payment of wages to work-people on relief works during the monsoon. States that the ordinary practice is to pay the people only for the days they actually work, and for half days when, owing to heavy rain, they can only work for portions of the day. Presumes, however, that this practice will not apply to relief works, but observes that it is advisable that all concerned should be made acquainted beforehand with the wishes of Government in respect of monsoon wages.

RESOLUTION.—When work is interrupted by rain, and such full tasks as may be ordered cannot consequently be taken, the Civil Agency rates should be allowed upon works under Public Works Department Agency.

THE FAMINE DISTRICTS IN THE BOMBAY PRESIDENCY.

STATEMENT No. XXX. regarding the scarcity in the Deccan and Southern Mahratta Country, together with a summary of Government Orders issued during the week ending, 14th June 1877.

Districts.	Area in Square Miles.	Affected Area in Square Miles.	Population of District.	Affected Population.	Number of people employed.		Grants, including the large works authorized in Government Resolution No. 6102, of 27th Oct. 1876.	Expenditure up to latest known date.	Prices of Staple Grain in lbs. per Rupee.		Average Rain-fall, i. e., the average of all the Talukas for five years.	Average Rain-fall during the past season of all the Talukas.
					During the past week.	During the week ending 9th June.				Ordinary Prices		
Dharwar	4,584	3,000	9,58,077	6,30,000	67,141	64,387	Rs. 2,46,723	Rs. 1,76,295	Jowari ... 25	Rajri ... 25	21·61	14·4
Belgaum	4,691	2,650	9,23,750	5,01,000	41,000	19,000	5,11,987	2,83,558	Jowari ... 26	Rajri ... 26	29·39	21·61
Kaladgi	5,895	5,895	8,16,037	8,16,037	58,756	184,256	15,03,185	4,94,477	Jowari ... 27	Bajri ... 27	24·60	18·48
Satara	4,088	2,682	13,64,092	7,18,034	69,270	61,576	30,69,337	13,38,839	Jowari ... 27	Bajri ... 27	35·24	27·65
Sholapore	4,856	4,496	7,18,034	3,18,401	47,000	44,000	7,40,884	5,55,393	Jowari ... 27	Bajri ... 27	24·3	19·65
Poona	5,099	2,400	9,07,203	3,18,401	44,000	37,346	31,37,371	8,31,971	Jowari ... 27	Bajri ... 27	29·29	21·91
Ahmednagar	6,847	5,600	7,73,398	6,77,376	28,000	8,587	15,03,185	4,94,477	Jowari ... 27	Bajri ... 27	27·65	20·73
Nasik	5,813	5,500	7,29,352	2,50,000	2,000	8,587	5,55,393	3,13,853	Jowari ... 27	Bajri ... 27	24·3	19·65
Khandesh	10,532	5,500	10,28,542	6,46,944	2,000	2,832	30,69,337	13,38,839	Jowari ... 27	Bajri ... 27	29·29	21·91
Total ...	54,355	34,183	74,62,487	50,58,992	3,57,075	3,74,000	1,76,29,585	65,58,118	Jowari ... 43	Bajri ... 43	27·65	20·73

Collectors' reports by telegram, dated 8th to 14th June 1877.

A little rain in Western, and slight showers in some other Talukas. Sowing commenced in a few places.

From 1 to 3 inches of rain in all Talukas. Sowing commenced in Na-ik, and ploughing elsewhere. 11 deaths from cholera.

One cent. and 50 cents of rain at Ahmednagar, 80 cents at Newassa, 82 cents at Shrigonda, 3 inches at Kurjat, 75 cents at Parner, 1 inch 30 cents at Shevgaon, 1 inch 29 cent. at Kopergaon, 2 inches 1 Rahuri, 37 cents at Sangamner, 1 inch 2 cents at Akola, 1 inch 31 cents at Akola. Grain imports enough. 79 deaths from cholera.

One inch 61 cents of rain in Poona, 2 inches 12 cents in Bhimthadi, 2 inches 29 cents in Baramati, 4 inches 60 cents in Indapur, 1 inch 80 cents in Purundhar, 1 inch 8 cents in Junnar, 43 cents in Khed, 2 inches 50 cents at Ambegaon Peta, 2 inches in Sirur, 27 cents in Mawal. Grain supply sufficient. A few cholera cases in the District.

5 inches 39 cents of rain in Malsiras, 1 inch in Sangola, 2 inches 38 cents in Pandharpur, 2 inches 4 cents in Karmala, 2 inches 79 cents in Madha, 1 inch 74 cents in Barsi 21 cents in Sholapur. Cultivation not commenced. Grain supply fair. 63 deaths from cholera.

5 inches of rain fell at Warui, 2 inches 95 cents at Dahivari, 2 inches 29 cents at Mahableshwar, 96 cents at Ashta, and 2 cents at Satara; also 6 inches and 4 cents at Tasgaon on 8th and 9th. Sowing commenced in places. Grain supply sufficient. 162 deaths from cholera.

4 inches 20 cents of rain in Kaladgi, 2 inches 90 cents in Bijapur, 1 inch 64 cents in Bagalkot, 1 inch 2 cents in Bagewadi. Sowing in other Talukas. Sowing commenced in 3 Talukas. Grain imports decreasing. 106 deaths from cholera.

1 inch and a half road rain in Belgaum; rain in all Talukas, and some early crops sown. Grain supply plentiful. 112 deaths from cholera. Athni and Chikodi returns not received.

Copious and road rain in northern Talukas. Rain in all except 3 Talukas. Ploughing and early crops sowing progressing. Grain imports low. 141 deaths from cholera.

The works in progress are roads, tanks and miscellaneous, such as digging and repairing wells, prickly-pear clearances, &c.

More or less rain has fallen over the greater part of every famine district, and the showers have been very heavy in the eastern Talukas of Poona, Sholapur, Satara, and Kaladgi. In addition to Dharwar and Belgaum, land is now sown in parts of Kaladgi, Satara, Nasik, and Khandesh, while agriculture, preparations are very general.

This rain will be very valuable, if it is followed up by a favourable monsoon, but as yet the monsoon has not set in above the Ghauts, though it appears to be approaching.

2. The price of grain has scarcely changed from last week, but it is slightly cheaper in Sholapur, and dearer in Satara, Kaladgi, Belgaum and Dharwar.

3. The number of people upon Relief Works in the nine affected Districts is 374,909 against 387,075 last week, and there are also 6,344 hill-men and immigrants employed in Ratnagiri and Kanara. The decrease is most marked in Belgaum, but is not so great as the figures would indicate, as the returns from Athni and Chikodi have not been received. The only serious increase is in Dharwar, but it is hoped that the recent rain, and the consequent resumption of agricultural operations, have sensibly affected the muster rolls of the current week.

The immigrants into Kanara are now rapidly returning to their homes, and the decrease in the number of labourers employed in that District is very marked. On the other hand, there is a decided increase in the number of people upon Relief Works in Ratnagari. This is probably due to the suspension of fodder-pressing operations throwing a number of needy hill-men out of employ.

4. There is a decided decrease in the number of deaths from cholera.

5. During the month of May the average daily attendance of labourers was 362,473, or 137,528 less than the number estimated for, and the number of persons charitably relieved averaged 31,265 per diem, which is about two thirds of the number expected.

In Statement No. XXIV. it was noticed that there was an approximate saving, up to the end of April, of 25 lakhs upon the lowest estimate made of the cost of the famine, and the estimated saving, to the end of May, amounts to upwards of 30 lakhs.

6. Tables (A) and (B) are appended as usual. It will be seen that during the week ending 2nd June, the number of people upon Civil Works in the nine affected districts was 37,804, the number upon works under Public Works Department Agency being 3,54,827. The proportion of people upon the former continues, therefore, less than 10 per cent. of the total. It is to be noted that the figures given in these tables are taken from the Progress Returns of the works, and are brought up to the week ending 2nd June, while the figures in the table prefixed to this Summary are taken from the Collector's telegrams, and refer to the week ending 9th June.

7. The following table gives the expenditure by Government, during the week ending 26th May, upon charity in the relief of the aged and infirm poor; and in payments made to the young children of labourers employed upon Relief Works; this latter allowance, which has been paid since December, is debited to the works upon which the parents are employed, it being regarded as an increment to their wages to enable them to support their young children. Comparing the results shown in the table below with those shown in the last Summary, it will be seen that the number of persons in receipt of Government charitable relief has increased from 32,524, to 42,758, while the number of children under 7 years of age has increased from 111,213 to 114,572:—

Districts.	Collectors' Discretionary Grant.	Average number of persons relieved during the week.	Expenditure during the week.	Total Expenditure up to date.	Average number of children, and of women having care of them.	Expenditure during the week.	Total Expenditure up to date.
	No.	No.	Rs.	Rs.	No.	Rs.	Rs.
Khandesh ...	20	4,154	1,917	14,577	629	62	1,501
Nasik ...	11	3,946	1,847	14,386	3,749	530	1,790
Ahmednagar ...	2,000	9,000	3,299	31,305	14,386	1,220	12,109
Poona ...	2,000	7,000	3,315	33,818	20,806	3,016	23,839
Sholapur ...	1,000	4,945	941	9,983	9,983	1,175	10,175
Satara ...	1,000	2,301	1,064	8,972	2,003	2,254	12,905
Belgaum ...	1,003	4,991	1,917	11,577	2,254	1,064	8,972
Dharwar ...	832	1,003	1,917	11,577	1,064	1,917	11,577
Kaladgi ...		69	69	1,151	1,917	220	1,151
Total ...	42,758	37,804	21,035	1,56,942	1,14,572	13,113	1,35,902

9. Maps are not sent with this Summary, as they would merely repeat the information already given.

10. A table is appended, showing the condition of the affected Native States.

11. With regard to the movements of food-grains, 1,603 tons were exported from Bombay to the Southern Mahratta Ports during the week ending 7th June, and during the fortnight ending 9th June 10,003 tons were carried by the Great Indian Peninsula Railway to stations upon the Poona-Sholapur and Nasik-Bhusawul lines. The table below shows the quantities of grain sent by sea and rail from October till the 9th June:—

Food-grains sent to	In Oct., Nov., and Dec. 1876.	In Jan. 1877.	In Feb. 1877.	In March 1877.	In April 1877.	In May 1877.	In June 1877, (up to 9th.)	TOTAL.
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
Southern Mahratta Ports ...	44,215	13,459	16,075	16,798	21,399	28,657	1,605	142,208
South-Eastern line, from Poona, to Sholapur.	67,195	15,471	12,477	13,769	12,856	12,594	9,381	143,734
North-Eastern line, from Nasik to Bhusawal	12,829	1,615	2,632	3,234	2,346	1,221	622	24,489
Total...	124259	30,545	31,174	33,792	36,601	42,472	11,608	310,431

† Returns of labourers for 9th June not received; last week's figures are entered.

‡ All the labourers upon the Dhond-Manmad railway have been included among Ahmednagar.

12. On the whole, there is an improvement in the general situation. The food-supply is sufficient, and prices are almost stationary. The grain trade continues active, for though the anticipated decrease in shipments to the Southern Mahratta Ports, due to the approach of the monsoon, has taken place, the amount of grain sent by railway into the famine districts has considerably increased. The condition of the cattle has been improved by the very general, and in some places heavy, rain. Good accounts are received of the young crops in Dharwar and Belgaum. Sowing has commenced in parts of Kaladgi, Satara, Nasik and Khandesh, and a considerable area of land is being prepared for sowing in the remaining Districts. There is a net decrease of 10,950 in the number of labourers, but the increase of 10,234 persons charitably relieved is serious. It is, however, to be remarked that the emigrants are returning in large numbers, and many of them, both on their way to, and after arrival at, their villages, require charitable assistance. The general condition of the people is satisfactory, and upon Relief Works it is very good. The monsoon appears to be slowly approaching, but western rain has not yet reached the famine districts. Cholera is on the decrease.

M. K. KENNEDY, Major-General, R.E.,
Secretary to Government.

BOMBAY.

EUROPEAN GENERAL HOSPITAL.—There were ten cholera patients at the above hospital yesterday, two admitted during the day. There was one death yesterday from cholera.

A VAGRANT.—A European named Henry Moore was yesterday declared a vagrant by Mr. Dosabhoy Framjee, and was ordered to be sent to the Government Workhouse.

THE ship Winchester, reported as wrecked off False Point, was on her way from Galle (where she arrived from Adelaide on the 29th ult.) for Calcutta. She was one of the well known line of vessels belonging to Messrs. George Marshall and Sons of London.

THEFT OF A VALUABLE GUN.—The man Bertie, who is accused of having, with a European loafer named O'Brien, stolen a valuable gun from the Lanowlee Hotel, and of having sold it to a soldier at Khandalla, has been arrested by the Police. The man O'Brien is still at large.

THE steamer Good Hope, which left Bombay in April last for Dunkirk with a cargo of seeds, struck on Monsciar reef near Malta, but got off after sacrificing part of her cargo. Her bottom was much injured, and she had seven feet of water in the hold. The cargo was considerably damaged.

DEFRAUDING THE TRAMWAY COMPANY.—A Goanese named Manuel Oliveira, who is a conductor in the employ of the Bombay Tramway Company, was yesterday fined Rs. 20 by Mr. Nana Morojee for issuing tickets other than tickets provided by the Company for the journey to be travelled, contrary to the bye-laws of the said Company.

SEAMAN'S WAGES.—Yesterday, Captain J. J. Pearson, of the British ship Forest Grave, appeared before Mr. W. Webb to answer a charge preferred against him by Asher Loudon, a seaman of the vessel, for refusing to pay his wages due as such seaman. On defendant admitting the seaman's claim, his Worship ordered the amount to be paid with costs.

THE MAHALUXMEE MURDER.—Runchoredass Veljee and Petamber Jeena were yesterday brought up on remand and charged before Mr. Dosabhoy Framjee with committing murder by wilfully and maliciously causing the death of Pragjee Dhunjee on the 16th May last. Mr. H. Cleveland, the acting public prosecutor, appeared to conduct the case for the prosecution. His Worship, after taking the evidence of several witnesses, adjourned the further hearing of the case.

THE PARSEE BREACH OF PROMISE CASE.—We are glad to learn that the suit in which Pherozsha seeks to recover Rs. 20,000 as damages from Muncherjee Cowasjee Dewar for a breach of promise of marriage, has been amicably settled through the good offices of Messrs. Ardaseer Bomanjee Kaka and Dosabhoy Dhunjeebhoy Sortee. It is arranged that the parties will marry within a month, or a penalty of Rs. 10,001 will be imposed on the person failing to comply with the terms of the agreement. The document embodying these terms has been attested by four respectable parties.

REFUSING DUTY ON THE HIGH SEAS.—John Graham, a seaman of the British ship Amoor, was yesterday charged before Mr. Nana Morojee, at the instance of Captain Owen Evans, the master of that vessel, with wilful disobedience of lawful commands on the high seas on the 10th ult., on board that ship, of which he is an articled seaman. Mr. Owen (of Messrs. Craigie, Lyall, and Owen), appeared for the prosecution. His Worship postponed the hearing to the 18th inst., and ordered the defendant to be held to bail in his own recognizance in a sum

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February 1877.

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